

Albany & Rensselaer

AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, OCTOBER 11, 1856.

Second Quarto Series, Vol. XII., No. 41.--Whole No. 1,069, Vol. XXIX.

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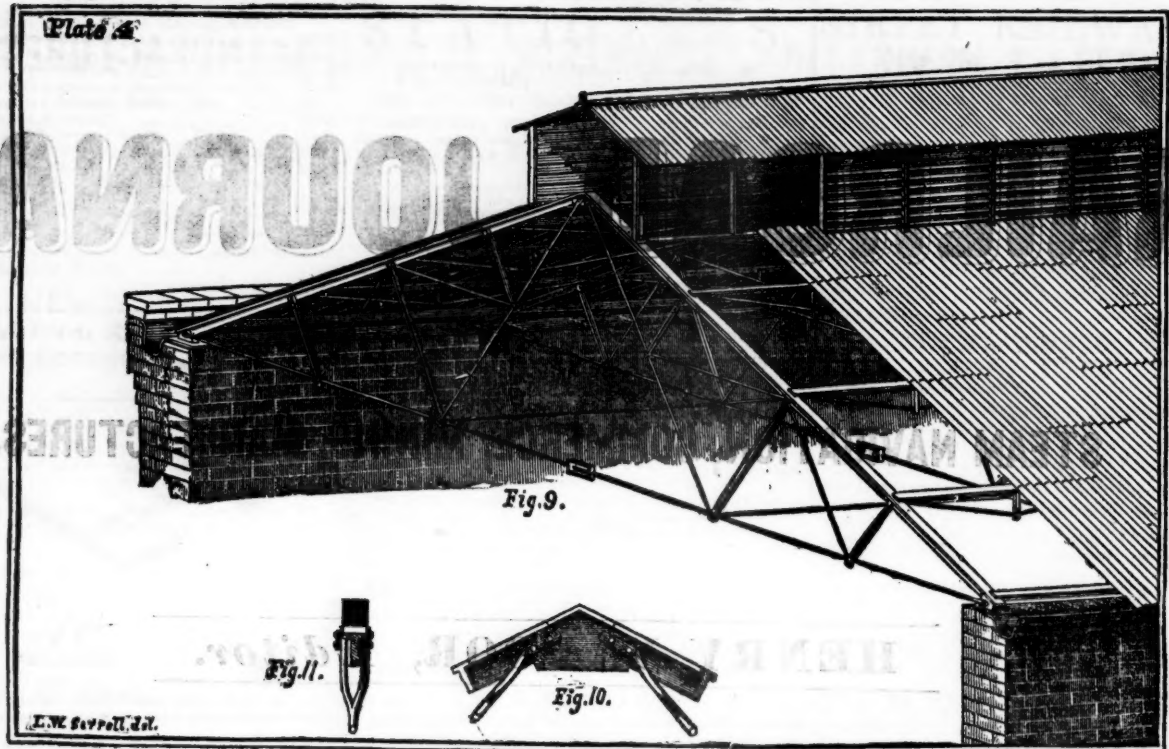
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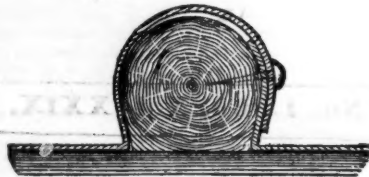
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Fig. 6.



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Fig. 7.



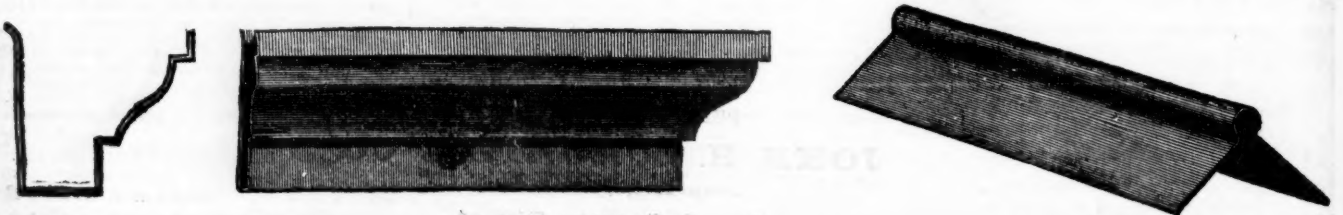
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Fig. 8.



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SECOND QUARTO SERIES, VOL. XII., No. 41.]

SATURDAY, OCTOBER 11, 1856.

[WHOLE No. 1,069, VOL. XXIX.]

MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, London, are the authorised European Agents for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO., No. 9 SPRUCE ST.

New York, Saturday, October 11, 1856.

Strike on the Erie Railroad.

There has been another *emete* on the Erie railroad—a strike by a portion of the engineers in consequence of the stringent rules prescribed by the Superintendent for running the trains. As upon a similar occasion, we are glad to learn that the operations of the company have been only slightly embarrassed, and that no difficulty will be experienced in promptly filling the places of the retiring engine drivers.

The chief matter of complaint was the rule which made it sufficient cause for discharge, for an engine driver to run his train off the track in consequence of the misplacement of the switch. When we consider how fruitful in accidents such misplacements are, we cannot doubt the rule to be a good one. It renders necessary just that degree of speed which should always be observed in running into stations, and imposes that degree of vigilance and watchfulness necessary to make a first rate engineer. The freedom from accidents on the Erie railroad is another proof of the value of the discipline which Mr. McCallum is seeking to enforce.

We have no doubt that the regulations prescribed to the engineers on the Erie railroad are very severe and rigidly enforced. We can see no

other way in which such a vast machine can be safely and successfully conducted. They have secured an almost entire immunity from accident, and have given to the road the reputation of being one of the safest and best managed in the country. We believe the engineers have no sufficient cause for complaint. If they are dissatisfied, they could have retired with an honorable discharge. But to form combinations for the purpose of forcing the company to recede, is a step unwarrantable in itself, and can only result in the end to the injury to the parties concerned—for no party will feel safe in employing men turned off by another for sufficient cause.

Below we give the report of a committee of the Board of Directors in reference to this matter.

OFFICE OF THE NEW YORK & ERIE R. R. Co. }
New York, Thursday Oct. 2, 1856. }

TO LOCOMOTIVE ENGINEERS AND OTHERS.

At a meeting of the Board of Directors, held October 2, 1856, the following report having been read, was unanimously approved, and the whole subject referred back to the Committee, with full power to take such action as the present exigency seems clearly to demand.

NATHANIEL MARSH, Secretary.

The Committee to whom was referred the communication, purporting to be a preamble and resolutions of certain Delegates appointed by the Engineers of the several Divisions of this railroad, passed at a meeting held at Susquehanna, Sept. 10, beg leave to report—

That they have given the subject much thought and investigation, having had a long interview with the following persons:

WILLIAM SCHRIER,	HENRY BELDEN,
JOHN C. MEGINNIS,	JOSEPH YORK,
JOHN HALL,	I. C. YORK,
E. F. WHALEN,	EDWARD TINNEY, and
H. J. BROOKS,	J. F. OLMSTEAD,

who represent themselves as a Committee of the delegates above referred to. And they have also consulted the General Superintendent, and such other authorities, for such facts and explanations as would enable them to arrive at satisfactory conclusions in the matter presented for consideration. With these lights we proceed to discuss the demands of the document referred to, the most emphatic of which seems to be the abrogation of the Rule 6th, supplementary to general instructions of March 6, 1854, said demand being made by the persons upon whom it is intended to operate, which is as follows:

"Every Engineer will be held accountable for

running off at a switch at any station where his train stops, but will not be held responsible for running off at a switch at a station where his train does not stop."

This is a *rule of safety*, which having been submitted to the Board of Railroad Commissioners of this State, and duly affirmed by them, seems to clothe it with some degree of public utility. It was intended to require engineers to approach stations where their trains stop, at such a moderate rate of speed as would insure safety against all contingencies of carelessness, or design of switchmen or others. This rule, while protecting the engineer, really involves him in no hardship, but, if faithfully executed, would render accidents and collisions between trains nearly impossible—a result which the traveling public at least will appreciate, if our engineers do not. The engineers are not held responsible for the acts of the switchmen, as their Committee seems with some degree of plausibility to imply, but they are simply made responsible by their own violation of the rule, which requires them to so regulate their speed when approaching stations where their trains are to stop, as not to run off upon switches. The rule appears to require the switchmen to keep the switch in proper position, and they are dismissed if failing to perform this important duty. But experience having proved that frequent collisions and disasters could not be prevented by the mere responsibility of switchmen, this rule under discussion was adopted as an additional guard of life and property. And we were particularly struck with the wisdom of the rule, for while it has resulted in great security to the lives of passengers and the Engineers themselves by protecting them against a too common and frightful source of disaster, at the same time it has resulted in but few discharges. We find by referring to the company's records that there are about two hundred men employed in that capacity, and the following statement embraces the whole number that have been affected during the last two and a-half years by a violation of this rule:

The whole number discharged was	29
The number of above re-instated.....	14
The whole number discharged for 2d offence..	2

During this period the number of miles run by the several Engineers is about 8,100,000.

It is difficult to see any practical cause of complaint in the working of this rule, and it does not seem unreasonable that the Engineers should be required to share the responsibility with the switchmen, when the control is entirely in their own hands; nor can it be charged that by this rule "switchmen are encouraged to neglect their duty" because they share the responsibility and are discharged for the same accidents. The argument adduced that switchmen "in a majority of

instances are unfit for the positions they hold," if true, furnishes a most cogent reason for the greater responsibility of the Engineer and the greater necessity of a strict adherence to the rule and its penalties; and the further argument urged against this rule, that in several instances trains had been run off, notwithstanding the stringency of it, merely goes to further demonstrate the necessity of the rule and the difficulty of guarding against accidents of the kind; and surely discountenances any relaxation of the rules governing the running of a road where the lives of thousands of persons may be made to pay the penalty of such rash importunity. That the conclusion is forced upon us, it is only necessary to suppose an abrogation of the rule referred to, and an accident resulting therefrom. In such a case, would not the public stamp the act not only as imbecile and criminal, unpardonable, and unjustifiable? Indeed, we are constrained to hope that the great body of the Engineers of our road are too intelligent and conscientious to join in a desire of this kind, but regard it as emanating from a few thoughtless, or restless men, against whom this rule becomes one of marked utility.

Experience has proved that there are three prominent causes of railroad accidents.

1st. The neglect to use danger signals when required.

2d. The neglect of the same when used, and

3d. The almost universal habit of running into stations at a high rate of speed.

We learn that in framing a rule to guard against the latter, great difficulty was encountered from the fact that speed could not be measured or estimated with certainty—hence the rule in question was adopted upon the safe presumption that the care necessary to pass switches in compliance therewith would insure such moderate speed as would be absolutely safe. The Engineers were instructed that Switchmen were placed at stopping stations for their convenience only, and were not to be relied upon for the safety of the train, and that Engineers would be expected, in all cases, to see that the switches were right before they passed over them, and were also especially enjoined to take all the time necessary to run safe; in other words, to "RUN SAFE FIRST, AND FAST AFTERWARDS;" that they should run into stopping places under the assumption that every switch was out of place, and a train standing on the main track.—We have enlarged on this rule, its history and necessity, because of its great importance, and because, both in the petition itself and in our personal interview with the Engineers, they emphatically state "that they will not be held responsible for the switches in any manner;" and while we should regard it a dangerous practice for the Executive department of this Company to modify its regulations, to meet the ill-digested whims of its employees, we can hardly restrain our indignation against an attempt to subvert by threatened insubordination, a set of regulations, which being framed and executed with singular ability and success, have challenged the admiration of the public, and insured the safe transit of life and property, in a manner almost without parallel in this country. In this connection it is proper to state, that in calling the attention of the General Superintendent to the discharge of one of the Engineers referred to, who had backed off the switch at Hornellsville, and on which much stress was laid by the Committee of Engineers who appeared before us, he disavowed any intention of enforcing the penalty of discharge in the case, and explained the dismissal as the act of a Division Superintendent, who, in his absence, had literally construed the rule, not being aware of an exception, which was applicable to this particular case, as explained in the circular of June, 1864. At the same time he informed us that his letter to the Engineers, where he assures them that they shall never be discharged without a hearing, has always been substantially complied with on his part, and on the part of others, so far as he has any knowledge.

To their demand for increased compensation,

we have only to report that one of our body has thoroughly investigated the corresponding rates of wages paid by other leading railroad companies, and by comparison there is, in our estimation, no just cause of complaint; and it is due to the firemen to say, that no member of their occupation appears to represent them, although, according to the communication under discussion, they are made a party. We regard a petition for an increase of wages as in itself legitimate and proper, and while it has always been the aim of this company to secure the services of competent and faithful men, by liberal compensation, and to meet their reasonable requests for an increase, yet, under the circumstances, the demand at this time cannot be entertained.

Their demand for a free pass for firemen and the employees of other roads, is so prodigiously absurd, as to hardly merit discussion. Indeed, we think they must have observed the large number of "dead heads" which our railroads are burdened with, and, therefore, urge their claims as a satire on the looseness of railroad management in this respect.

We are satisfied, after full investigation, that the rules and regulations of the Company are no more stringent than is requisite for the safety of life and property, and that they have been fairly and justly administered by the energy and great capacity of our President and General Superintendent.

Such rules must be arbitrary to be effective, and to enforce discipline among a body of nearly 5,000 men, whose capacities and dispositions are more various than their occupations.

That there should be occasional hardships arising from the necessary administration of discipline is to be expected, and the aggrieved party has the right to leave the Company's service at any time when he encounters a fancied or real grievance, but surely the employees have no right, either singly or collectively, to enforce a change of rules, vital to the interests of the company and the safety of the lives and property committed to its charge.

The Directors must make such rules for the operation of the road as experience indicates to be proper and necessary for its safe and economical operation; the Executive officers must execute these with energy and firmness, duties of great responsibility, and therefore any organized effort of the employees of the road to obstruct them must meet with a decided and energetic defeat.

To this end, full and ample means have been resorted to, for the protection of the faithful and industrious employees of the Company in the performance of their duty, against any organized attempt to obstruct them. A strong police force will be on the alert to guard against any excesses on the part of misguided persons engaged in the proposed strike.

In view of this state of things, we beg leave to advise that you instruct our General Superintendent to immediately discharge from the Company's service the ten engineers representing themselves as a Committee in this act of insubordination, and to fill their places with men who are willing to obey rules, and leave to the proper authority the duty of making them, and also to cause to be discharged all employees who refuse to serve the Company under and in complete obedience to the rules as they are, filling their places in like manner.

We feel that no other course would be consistent with our duties and we submit with confidence to the enlightened judgment of the public, whose safety is of the first consideration, and to the utmost scrutiny of other Railroad Managers, whose interest are inseparably connected with the issue of this matter.

It is proper to state, for the honor of a large body of our intelligent and industrious Engineers, that this insubordination (we learn) extends to but a small portion in the Company's service, and that they are without the sympathy of the public in any quarter; and we close this communication with the remark that this is the second time in the history of our road where have been called upon to sacrifice large sums of money for its

safety and proper government, an alternative forced upon us by a clear sense of duty to the public, to our employees and ourselves, not doubting for one moment the result. All of which is respectfully submitted.

RICHARD LATHERS.
D. A. CUSHMAN.
WM. E. DODGE.
CORNELIUS SMITH.
E. J. BROWN.

The "Adriatic."

This noble vessel is undoubtedly the grandest achievement of our mechanics in naval art; and as she approaches completion, the general interest felt in her progress is indicated by the great number of persons constantly flocking on board. That this interest is not restricted to citizens of the United States, is shown by the number of Europeans, especially Englishmen, who are included among the visitors. Those concerned in building her have no reason to shrink from the severe scrutiny and criticism to which their work is subjected,—the ship, even in her incomplete state, challenges comparison with anything floating on the ocean, in all those qualities which secure strength, speed, or elegance. Her model, to any other eye than that which designed it, (now, unhappily, closed in its last slumber,) might be considered faultless; but Mr. Steers always saw defects to be remedied; he never built two ships alike; for, he reasoned, "if we stand still there can be no progress, and science has reached her highest attainments;" and he who triumphed with the yacht "America," determined, with ambitions yet unsatiated, to excel also in the fleetness of his ocean steamers. But when his star had almost culminated, the dark pall of death shrouded it forever.—The model of the Adriatic differs from all former practice, unless the U. S. steam frigate Niagara, (also built by him, and nearly complete,) be made an exception. Both are modeled on substantially the same plan, with a studious adaptation of shape to the course of the water when cleft by the ship's prow, except that the Niagara is much sharper, but with less dead rise or dead flat, preserving her stability amid-ships; and both vessels have many points of resemblance with the America. The keel, for instance, is curved throughout its entire length,—but with little curvature toward the stern, while at the other extremity, there is a rise of about nine feet to the water line, commencing 100 feet back. Some said to Mr. Steers that in making his ship so sharp she would go under, but he anticipated a result exactly the reverse,—conceiving that the effect would be rather to throw her out of the water, so that the more rapid the speed the more she would rise, diminishing the displacement. Actual experience has confirmed his theory.

In passing through the spacious saloons and deck of this great ship, there is much to impress the spectator with admiration; but when he stands upon the brink of her main deck and peers down thirty-three feet into the iron bowels of this ocean monster, he experiences a sensation of wonder and awe. Her engines, from the Novelty Works, are massive and of prodigious power and form the distinguishing characteristic of the ship. They are justly regarded as a master-piece of mechanism, and while they effect a great saving in space, are expected to accomplish a still greater saving in the reduced consumption of fuel,—objects of paramount importance in the construction of ocean steamers. Some idea of the power of these engines may be formed from the following statement:

Two bed-plates.....	each weigh 42 tons.
Two cylinders.....	" 50 "
Two beam pillow-blocks.....	" 22 "
Eight boilers.....	" 40 "
Two water-wheels, wrought iron.....	" 25 "
Two shafts.....	" 34 "

The shafts and cranks, from Reading, are believed to be the largest forgings ever made in any country. The engines of the Adriatic have two cylinders, each 100 inches in diameter, with 12 ft.

stroke of piston, and are of the kind known as "inclined oscillators," coupled by simple and direct connections known as "drag link," and are altogether the most compact and direct engines yet constructed. The valves are of the sort styled "two motion cone valve," and are the invention of Mr. Horatio Allen. They are drawn from their seats, by which wear is avoided, and being perfectly balanced are handled with great ease. Their object is to economise in the use of steam. The cylinders, which are of the kind known as "surface condensers," are on a plan which is also the invention of Mr. Allen, and which comprises the advantage of a large amount of cooling surface in a small space, with great simplicity and accessibility in all their parts, and are designed to afford a constant and unailing supply of fresh water to the boilers. They contain 10,000 tubes of brass, each 12 feet in length, (equal to 21 miles) through which is constantly passing a stream of cold water, drawn from the sea, and forced through them back into it again, by two independent steam pumps of great capacity. It is by coming into contact with the exterior surface of these tubes thus cooled, that the exhaust steam is condensed, —an arrangement entirely novel, and one that may effect great results. It avoids all the incrustation, corrosion, and other difficulties attending the use of sea water. The principle is somewhat analogous to that adopted by Ericsson, in his calorific engine. The steam pumps connected with the condensers are so arranged that they can, at a moment's notice, take the water for condensation from the inside of the ship, and thus, if need be, keep her afloat. Besides these are two larger pumping engines.

There are eight principal boilers, Martie's patent, having 18,000 perpendicular iron tubes, and are arranged in sets of four, forward and aft of the engines. The whole number of furnaces is forty-eight, there being six to a boiler. There are two extra boilers, with brass tubes, to be used in an emergency. The water wheels are forty feet in diameter, of wrought iron, and each has thirty-two paddles, twelve feet in length. The shafts are thirty-eight feet in length, twenty-seven and a half inches in diameter, and weigh thirty-four tons. The actual propelling power of this enormous engine is estimated at 2,800 horses. The Adriatic has eight more furnaces and two feet more stroke of piston than the Persia. Respecting the consumption of fuel, the probable rate of speed, &c., the engine builders prefer to make no predictions, being satisfied to await results. As regards speed, though this ship is undoubtedly expected to be second to none, Mr. Allen's views are somewhat peculiar. He is disposed to view this quality as a matter of secondary importance, —considering it rather a misfortune that so much stress has heretofore been placed upon it, —high speed being attended with an expense altogether disproportionate to the advantages gained, besides hazardous life and valuable interests. The opinion is entertained that had different views prevailed on this subject, ocean steam navigation would have attained to a much higher degree of advancement than we now witness. It is true that those steamers which have made the best dividends have been those run at a rate comparatively moderate. The consumption of coal on the ships of the Cunard line is said to be from 1,200 to 1,500 tons each passage, and of course must go far to curtail profits.

The hull is not less important than the engine. A radical defect in either, and the whole enterprise would constitute an ignominious failure. The dimensions are as follows:

Length over all.....	354 2 3 feet.
Breadth of beam.....	60 "
Depth of hull.....	33 1 6 "
Carpenter's tonnage.....	5,400 tons.

Beneath the saloons are the freight decks, where 1,000 tons of cargo can be stowed and 1,200 to 1,400 tons of coal, beside water tanks for 10,000 gallons, exclusive of the ample provision made for a supply of water by condensation from the engines. But to speak more particularly of the hull,

it may be stated that in its construction the choicest sticks have been selected that the noble forests of the south and west can afford. In putting them together, bolts of copper or galvanized iron from one inch to 1 1/4 in diameter have been used, wherever they could impart additional strength, and all the bolts clenched on rings, and trenails wedged. Diagonal iron braces four feet apart intersect the frames both ways, and the two sets are riveted together where they cross, binding the whole in an inseparable net work; and outside the frame is an iron band having the effect of a hog-frame.

The frame is all of live and white oak, locust, cedar and chesnut, put together in the strongest possible manner. Each frame has 28 cogs and the same number of bolts. The filling-in timbers are bolted each way to the frames, and the latter are all choiced opposite every but with yellow pine, which, on account of the large amount of resinous matter incorporated with its fibres is preferred for durability to almost any other wood. The keel is of white oak, sided 19 inches; the main keelsons are of yellow pine, sided twenty-one inches and three feet deep, coaged to the frame and to each other. The sister keelsons 10 22 inches deep and sided 20 inches. The keelsons under the engines are two feet wide and 6 1/2 feet deep, forming a ponderous mass of timber. The frames side from 10 to 12 inches, placed from 33 to 36 inches apart, except the floors, which are filled in solid five feet above the turn in the bilge, from stem to stern post. The outside plank are from 6 1/2 to 8 inches thick and the ceiling is from 8 to 9 inches. There are five bilge streaks 14 inches square and six streaks of wales, coaged and bolted edgewise every four feet apart. The deck beams for the lower and main decks are yellow pine, sided from 13 to 15 inches, and moulded 12 inches at the ends and 14 in the centre. The spar deck beams are of yellow pine, 9 inches wide, with a hanging knee to each beam. The deck plank are from 3 1/2 to 4 inches thick, and the deck frame is secured by diagonal iron braces. All the lodging, bosom and hanging knees are hackmetac, from 7 to 9 inches. Five streaks of plank on the outer bilge are 8 or 9 inches in thickness. From these brief statements some idea may be formed as to the amazing strength of the ship, and the amount of labor which has been expended in her construction.

The Adriatic is rigged with two masts, as a bark, and will have but a temporary bowsprit, to be run out as occasion may require. Though at present she is the largest vessel afloat in the world, (in tonnage measurement, and sits very lightly on the water, displaying her enormous bulk to good advantage, the appearance of magnitude is lost in the symmetry of her proportions. The smoke pipes, for instance, viewed separately, or in comparison with other standards, are monstrous, being forty-eight feet in height by nine in diameter, but in their proper place harmonize with surrounding objects and are in no wise remarkable.

Every possible precaution has been taken to insure the safety of the ship. An important feature is the introduction of water-tight compartments, similar to those which have been built in all the other ships of this line. The bulkheads are made of a double thickness of yellow pine plank, crossing obliquely, with an intervening layer of thick felt, and the whole secured by horizontal timbers and stanchions. It is difficult to conceive how a vessel thus protected could ever sink from the effects of collision. Indeed, all the frames being filled in solid, up to the water-line, the planking might be entirely removed from her bottom and still she would remain water-tight. Or, should water succeed in entering the vessel, the steam pumps have a capacity sufficient to eject an enormous quantity of water. For security against fire, the measures of protection are equally thorough and complete. In all those portions of the ship adjacent to the engines or boilers, a uniform surface of iron or other incombustible material is presented; and between the iron surface and any wood work is a woolen or hair felt-

ing, three-fourths of an inch in thickness which forms a non-conductor of heat, and therefore an effectual protection. It also deadens any noise arising from the working of the engine. The boiler deck is entirely of iron. Connected with the engine are six large fire-pumps, and on the deck are three more, to be worked by hand. The ship is plentifully furnished with patent metallic boats. The principal anchors each weigh 3 1/2 tons, and the cables each of about 100 fathoms, are 2 1/2 inches thick.

Coal-Burning Locomotives.—The Northern Central Railway.

Mineral coal, as a fuel for locomotives, will doubtless in a short time be universally adopted by all American Railroad Companies, wherever it can be obtained with facility.

We learn with pleasure that the Northern Central Railway Company, in view of the opening of their road to the Trevorton coal fields, are at this time selecting the most improved engines, constructed and arranged to burn either the hard or soft coals, both of which are found adjacent to the line of their road.—The tonnage engines most approved by this company are from the shops of our enterprising townsman, Ross Winans, Esq., a gentleman of the highest order of mechanical talent and ability, who has spent thirty years of his life, and large sums of money, in experimenting on locomotive machinery, in order to construct an engine adapted to the use of raw coal, either Bituminous or Anthracite. The result of his experience and labor in that respect are the engines now generally in use on the Baltimore and Ohio, Reading, and Northern Central railroad, where they have given great satisfaction. We learn that in cost of repairs, economy of fuel, and capacity, they have decided advantages over engines adapted to the use of wood. On the Northern Central road the performance of these machines has been highly creditable to the builder. The average distance run per engine per annum has been 18,830 miles, at only an average cost of repairs per mile of 6 1/2 cents, consuming only 56 lbs. of Cumberland coal per mile. While the article of wood is comparatively cheap on the line of our roads, costing only about \$2 50 per cord, and on the Eastern roads from \$4 to \$6 per cord, it is somewhat remarkable that it has fallen to the task of our companies and machines first to introduce and successfully use, coal as a generator of steam. The sum it may have cost our companies in experiment will now be regarded as inconsiderable, when we reflect on the advantage already obtained and to be derived, both as a measure of economy in the working of our roads, and as a source of revenue from the transportation of coals, which are found in all the varieties on the lines, or adjacent thereto.

Our readers will be struck with the cost of fuel on our roads, as compared with most of the Northern and New England roads. The cost per mile run on the Baltimore and Ohio railroad does not exceed six cents, while on the roads referred to, the cost is from seventeen to twenty-five cents per mile, and on the Reading fourteen cents. Now, when you take the difference of cost for fuel alone, between the Ohio road, and the average cost of the roads named, and apply it to three millions of miles, the number run by that company last year, the advantage will be most striking.

We understand the Northern Central Company are so arranging their machinery to use coals exclusively, both for tonnage and passengers, and with that view have ordered engines from the Lancaster Locomotive Company for the passenger trains constructed to burn coals.

It is also gratifying to add, in this connection, that at no period in the history of this road, has the traffic in freight been so heavy as during the present season. We speak from personal knowledge when we say, that the business of the road, in this particular, has increased with extraordinary rapidity, and is of that permanent character, which justifies the belief, that when the Pennsylvania coal fields are fairly penetrated by the ex-

tension now in progress, the receipts of the road must necessarily compare with advantage to those of any other road of equal length and capacity.—*Rail, American.*

Where does the Specie go?
The exportation of silver to China is still attracting general attention, which is increased by the vague dread lately excited in the stock market. At the conclusion of the war every one calculated on a rapid recovery in the Bank bullion, and an advance took place in the funds, not only in consequence of the amounts which began to flow in, but of the anticipations of the still greater totals that might be expected. Early in July an adverse turn commenced, which has continued with scarcely an intermission to the present time, and which seems likely to gain force. The specie drain to the East presents itself as the only cause of the disappointment, and a large number of people who know that the movement is in some way connected with the rebellion in China, and that there is no prospect of a termination of the struggle, seem to be seized with apprehension at the discovery and to accept it one from another as something to excite permanent misgiving and to disturb all our future calculations. They notice the daily accounts of the absorption of silver on the Continent, of the gold sent from this side to pay for it, and of the attempts of the various Governments, by ordering the State Banks to put up their rates of discount, or, as in France, by the impotent contrivance of buying gold at a premium on one hand which the bank is immediately obliged to part with at its natural value on the other, to check the growing inconvenience. Nevertheless, every overland mail brings news of an increased demand. The cry is consequently raised that, no matter what may be the extent of gold production, the East will absorb it all, or at least take silver from Europe to an equal or greater extent.

A moment's reflection on the first principles of commerce and finance will dissipate the anxiety. There is no mysterious power on the part of the Chinese to drain specie from us at will. They will get no more from us than they are prepared to purchase by a full equivalent, and, unless it can be shown that we are consuming their goods in waste, and to a degree which our earnings as a people are not sufficient to warrant, we may rely that, however pertinaciously they may insist on having silver, and that however carefully they may board it, they cannot occasion to us the slightest permanent disarrangement.

The bearings of the whole question may be concisely demonstrated. The financial position of a country must depend solely on the amount of its productions, as compared with its expenditure.—Taking this test, there never was a period when England was so secure as at the present moment. As regards our productions, agricultural and mechanical, we have just completed a harvest which, taking every description of crop into account, may, on the whole, be pronounced unexampled, while it is estimated that the value of our manufactures exported this year will exceed by ten millions sterling the highest total yet attained. In the face of this the only question is, have our people indulged in an extravagant consumption of foreign articles sufficient to counterbalance the prosperity thus indicated, or have they been deduced into sending an unusual amount abroad in the shape of loans or otherwise? The observation of all persons, coupled with the monthly statistics of the Board of Trade, will show there is no ground for the former assumption; and the answer is equally satisfactory on the latter, since, although a large number of schemes for foreign railroads and other works have been brought forward, very few of them have passed as yet beyond the rudimentary stage.

In such a state of affairs an unfavorably financial prospect would be anomalous and incredible. We might, therefore, even if we were unable to trace to their conclusion the peculiar circumstances at present existing, rest in perfect confidence

that the result will be most satisfactory.—

But there is no difficulty in working out the problem. Last year the total shipments of bullion to India and China were £4,817,541, of which only £757,875 went to China. This year they have already amounted to £8,279,116, of which China has taken, principally within the last two or three months, £2,826,875. The demand for India has been consequent on the better market for the produce of that country opened by the Russian war, the effect of which has scarcely yet subsided, and on the India Company in London abstaining from drawing the usual amount of bills while they can avail themselves of the railway calls obtainable here at 5 per cent. The demand for China, which has only lately and suddenly become serious, is chiefly attributable to the failure of the continental silk crop and the consequent prices, at which all the Chinese qualities are now being eagerly purchased. The other influences are of minor importance, but among them are to be reckoned the indisposition of the people while the rebellion is raging to purchase goods, whether consisting of English manufactures or of opium, from India. The exportation of English goods, however, to China during the last three years has averaged only about £1,300,000, and therefore no falling off in this item could be of any moment, and the utmost amount of the diminution in their consumption of opium would probably not exceed £1,000,000. Hence it is upon the silk payments that the gravity of the case depends.

This fact at once throws light upon the assertion that England can sustain no appreciable injury from the movements about to take place.—To France it must be a point of anxiety whether the manufacturers of Lyons obtain their staple from their own growers or are compelled to buy the produce of China, but England does not grow silk, and therefore has always to pay for what she consumes. There is no reason to assume that this year she will take, either in quantity or quality, more than her regular amount. Indeed, according to the laws that commonly regulate such matters, the augmentation in price is likely in a more than equivalent degree to check consumption. The excess that arrives will consequently be shipped to foreign countries, and in its effect on the exchanges will operate as if, instead of silk, we had received so much bullion.

But although every dollar we are now parting with will thus ultimately be repaid with the addition of some considerable profit for our services as carriers, insurers, and agents, there can be no doubt that the withdrawal of specie which must be submitted to in the intervening period is calculated to contract our circulation, and perhaps occasion even an increase of the pressure now regarded with disappointment. The opinion of some of the leading East India Houses in London is that in the twelve months from July, 1856, to July, 1857, a total of £8,000,000 will have to be paid to China and India in excess of that which was paid in the preceding twelve months. This circulation may be too high, but it is as well to assume its correctness. They reckon an increase of £5,000,000 in the value and quantity of silk, a reduction of £1,000,000 in the value and quantity of the opium to be supplied from India to China, and a limitation of the drawings of the India House upon the territorial revenues of £2,000,000 below the usual amount. In this way there is £5,000,000 more to pay, and £3,000,000 less to receive, and a consequent alteration of £8,000,000 in our relative position.

Such a sum, added to £10,000,000 or more, which was the amount taken from us in the 12 months to July last, would make a serious aggregate to be provided in the ensuing season. There are, however, a number of counteracting circumstances already coming into play, which will alter the prospect. In the first place, there is no reason to suppose that the imports of produce from India will this year approach their previous total. It is believed that £4,000,000 or £5,000,000 may be struck off, including \$1,000,000 for rice and £2,000,000 or £3,000,000 for seeds, &c. It is also

to be questioned if the India House will be able to limit their drawings to the amount contemplated. They require between £3,000,000 and £4,000,000 for their disbursements in England, but hesitate to draw it lest they should compel the local Government to resort to a five per cent. loan. To this, however, they must probably come at last, and they will, perhaps, recognize the necessity for it, instead of continuing the palliative of trusting to their railway funds.

In this way the extra amount required may be reduced from £8,000,000 to £2,000,000, without taking into account the possibility of an increased consumption of opium or of European goods being yet witnessed in China, where the silver lately dispatched thither shall have had time to create an effect. It is only recently that the quantities sent to that country have been so enormous, and, notwithstanding the war, and the hoarding propensities of the people, it is reasonable to expect that their newly acquired wealth will not be entirely buried.

Estimating, however, that a total of £12,000,000 will be required during the 12 months ending July next, the limits of the inconvenience we are likely to sustain may easily be comprehended.—In 1855, the worst year of the war, we parted with nearly £5,000,000 to the same region, without much trouble, and in the first eight or nine months of this year we have already sent away more than £8,000,000. Meanwhile the results are manifesting themselves in the increasing arrival of valuable cargoes, which must tend to keep us in an excellent position, not only with the Continent, but America. Suppose our European relations to involve no drain, the Australian gold arrivals alone would enable us to buy silver to meet the whole demand for the East, even apart from the Mexican supplies, while the California receipts via New York or the Isthmus would remain to swell existing stocks. This result, however, even in a partial degree—for there must always, as London is the banking center of the world, be numerous payments to the Continent—may not become apparent for some time, because in addition to the actual demand for specie for exportation, a temporary absorption of gold is taking place all over Europe, from its being withdrawn from the banks and the ordinary purposes of the money market in the hands of dealers, who stock themselves with a quantity to enable them not only in the capitals, but in every petty town, to buy up all the silver coinage that may be available.

It remains to be noticed that one cause of the prevailing disquietude regarding the drain arises from the extraordinary way in which the inconvenience of the movement is aggravated by the effect of the silver standard on the Continent, and the deprivation the people are experiencing from the disappearance of their regular medium of exchange. In consequence of this, the panic is brought home to every shopkeeper and peasant, and the movement assumes all the terrors which popular ignorance can bestow upon it. If the French and other Governments were to take at once the step which it was years ago predicted they would find necessary, of resorting to an exclusively golden currency, and were to offer the present market price for silver, and recoin it at a debasement of 10 per cent., they would at once escape from a great part of their difficulty, and all they would then have to contend with would be the results—which must be still serious—of their deficient crops. Sooner or later the plan must be adopted, and there is nothing to be gained by delay.

It will be seen from what has now been stated that there are no points in the present financial condition of England but such as may be viewed with congratulation. Even the prevailing pressure is in every respect salutary, since, while it fails to exert the slightest effect on the healthful buoyancy of the general trade of the country, it checks the multiplication of those foreign schemes which are waiting to be poured upon the market, and in the indiscriminate reception of which our greatest future peril will be found.—*London Times.*

**Chicago, Iowa and Nebraska Railroad.—
Chicago to St. Paul.**

This railroad, which is making such rapid progress from the young city of Clinton, Iowa, out into the interior of that State, is assuming an importance to the city of Chicago, that few of our citizens are aware of. A branch of that road is already projected from Cedar Rapids, up the Cedar valley to the Minnesota line, in the direction of St. Paul, and we have before us in the Cedar Valley Times, an account of a meeting held in Mitchell County, on the Minnesota line, proposing to subscribe \$300,000 to the stock of the Chicago, Iowa and Nebraska railroad, for said branch. An equal amount may be relied on from four other counties lying between Cedar Rapids and Mitchell County—making in all \$1,500,000 of stock for the Cedar Valley Railroad. We have also before us the proclamation of the Mayor of Cedar Rapids, ordering a vote, by unanimous approval of the City Council, for a city subscription of \$60,000 towards that part of the Chicago, Iowa and Nebraska railroad between Clinton and Cedar Rapids.

St. Paul is known to be on a meridian line west of Cedar Rapids, in Iowa, and the rather surprising fact is now developed that the shortest and cheapest railroad between Chicago and St. Paul, will, in all probability, be by the Dixon Air Line road to Fulton City; thence by the Chicago, Iowa and Nebraska railroad from Clinton to Cedar Rapids; and thence up the Cedar Valley, by the Minnesota branch of said road, to St. Paul. It is now believed that this will not only prove the most direct route from Chicago to St. Paul, but a cheaper road by \$2,000,000 than any other yet projected.

The rolling stock for the first division of the Chicago, Iowa and Nebraska railroad, extending from Clinton to De Witt, is now purchased and going forward.—Chicago Journal, 17th Sept.

The Great Fraud on the Northern Railroad of France.

The fact of an immense fraud, amounting to millions of francs, having been perpetrated upon the Northern Railroad of France, by two of its employees, and the flight of the embezzlers to parts unknown, has been already made public.

The matter created an excitement among the moneyed circle of Paris almost as great as that occasioned here on the first announcement of the Schuyler fraud.

Chas. Carpentier, cashier, and Louis Grelet, sub-cashier, the parties by whom the fraud was perpetrated, fled from Paris in the early part of the present month, and their whereabouts was unknown. The police were put on the alert, and it being suspected that the guilty parties had fled to the United States, Mr. Henry Goddard, of the London detective police, was sent out in pursuit of them, and on his arrival here, communicated with M. de Montholon, the French Consul, and Mr. Christmas, the agent of the Rothschilds, both of whom had been exerting themselves for the arrest of the fugitives.

Mr. Goddard's next step was to apply at the office of the Chief of Police, and make known his mission, and seek co operation. This he did on the 15th inst. Sergeant Devoe was detailed to take charge of the matter. An employee of the railroad company, named Melin, was also sent on here from France to assist the police by identifying the fugitives.

It was first learned that Carpentier landed here on the steamship "Fulton," from Havre, and that Louis Grelet, with a younger brother, Eugene, landed here on the 15th inst., in the steamship "Atlantic."

Messrs. Devoe and Goddard continued their search in this city, while Mr. de Angelis, of the United States Marshall's office, who had also been associated in the case, pursued investigations in New Jersey.

It was learned that Carpentier had stopped a few days at the St. Nicholas Hotel, but had left, and for a time nothing further could be learned of either him or his accomplice.

While the police were busy in their search, a Frenchman called at the office of Mr. Belmont and stated that he was possessed of 30,000 francs and wished to negotiate the same for bullion. He was told by Mr. Christmas to call again next day when he would receive an answer. The stranger left behind a card, with the name "Monsieur Debud" engraved thereon.

This circumstance was at once reported to the police as it was shrewdly suspected that Monsieur Debud was in some way connected with the fraud. The agent was desired to negotiate, and when he called at the office again next day, his movements were closely watched by Messrs. Devoe and Goddard. The negotiation was made at thirty days and the papers were placed in possession of the bankers. Mr. Christmas said that it would require nearly a month to send the notes to France for redemption, and told the stranger that if he would call again in thirty days the bullion would be in readiness for him. With this arrangement he seemed perfectly satisfied, and left the office.

He was tracked to his lodgings in Beekman street, and the officers continued their search for Carpentier.

Meantime, after the lapse of three or four days, Debud called at Mr. Belmont's office, and informed Mr. Christmas that he had changed his mind; that he did not desire to have his paper changed to bullion, and that he would be obliged if they were returned to him again. He was told to call the next day, (Friday last,) at 2 o'clock, when he would be informed whether the note had not already been sent to France.

The police, who was made acquainted with this proceeding, were in an adjoining room when Debud called, next day, at Belmont's office. He was informed that the notes had already been sent to France. When so informed, he appeared quite agitated, and left the office in a hurry. The police followed close after, rightly suspecting that he had an engagement with some of the fugitives. They followed him to his lodgings, and with Melin, posted themselves in a house opposite. After the lapse of two hours, two persons made their appearance at the door of Debud's lodgings, who were at once recognized by Melin as the brothers Grelet.

It was at once determined to arrest the parties, and Messrs. Devoe and Goddard, and Capt. Leonard, of the Second Ward, who was also assisting in the pursuit, sallied from their hiding-place, and quietly arrested the brothers Grelet and Debud. The prisoners were taken to the station house. Among the baggage of the prisoner who had been to the office of Mr. Belmont, were found letters and papers from which it was learned that his name was Parot, and not Debud, and that he was one of the parties for whom the London detective was in search. Sixteen notes, for 1,000 francs each, were found among his effects. Besides this, 24,000 francs were found on his person. He denied that any portion of the money found in his possession was the proceeds of the frauds on the Northern railroad.

Louis Grelet admitted his guilt. He stated the whole number of shares embezzled to be 5,357.—He appeared quite penitent, and expressed his willingness to return to France and stand his trial. He said the money gained by the sale of the stolen bonds had been all squandered away in unfortunate speculations, and that he was possessed of only a small amount of money.

The younger Grelet denied all knowledge of the fraud, and it now appears that he had no hand in the matter at all. He was, however, detained.

Carpentier, who, it appears, is the most guilty, is yet at large. The officers are very sanguine of his speedy arrest.

Parot, who, it appears, acted as broker in disposing of the notes stolen by the confederates, Carpentier and Grelet, expressed great sorrow at his connection with the affair.

Carpentier is only 25 years of age. He lived a very fast life in Paris, and squandered large sums of money.

Grelet is about 34 years of age. He, although

not quite so "fast," speculated largely on the Paris Bourse; indeed, it appears that the accused parties were all led to ruin by the temptation for gambling in stocks.

Emmanuel Tissandier, Inspector of the Northern Railroad of France, arrived in Boston on Friday. He had an interview with the prisoners on Saturday.

The French Government will, we understand, ask for the reclamation of the accused. It is thought, however, that they cannot be returned unless the Northern Railroad can be shown to be in possession of the Government, as the Extradition treaty with France provides only for the delivery of embezzlement by public (Government) officers.

The prisoners this morning before the United States Commissioner. Benjamin Galbraith has been engaged for the defence, and Ex-Recorder Tillou for the prosecution, which is to be carried on at the instigation of the Messrs. Rothschild, who are the principal losers by the transaction.

Chesapeake and Ohio Canal.

The Board of Directors of the Chesapeake and Ohio Canal have been two days in session at their office in the City Hall, and concluded their labors yesterday afternoon. Business of much importance to the canal, and by consequence to the country through which it passes, required and obtained attention and adjustment.

The result of the deliberations of the Board consist, in the main, of the following measures and resolutions:

1st. The Board has entered into a contract for the erection of a masonry dam at the site of dam No. 4, to take the place of the present structure.

2d. It has taken preliminary steps, to be matured at the next meeting of the Board, for the construction of a masonry dam at No. 5.

3d. It has contracted for the construction of a weigh-lock at Georgetown at the sum of \$15,000, said lock to be placed at a convenient spot west of the Alexandria aqueduct.

4th. The Board has resolved to notify the contractor for the pump work at the mouth of the south branch, that he will be allowed until the 1st of December to fulfill his contract, but failing which the Board will thereafter take the matter into its own hands, in order to a new disposition of the work to secure its objects at the earliest practicable moment.

5th, and lastly. Orders have been issued to the General Superintendent of the canal to make forthwith a thorough and minute survey thereof, from end to end of the line, to find out and report where repairs may be necessary, where leaks exist or are likely to occur, what levels or spots are shallower than the proper depth, where dredging may be requisite, and in general to indicate every thing which in his judgment may require improvement, extension, correction, or renewal.

It is the purpose of the Board to put every part and point of the work into first rate order for the opening of the navigation in the spring.

We may certainly congratulate the friends of the canal in the appointment of the present Board, who are exerting themselves with equal industry, prudence and courage, to place their great work in a condition to perform its full share of duty as a transporting power from the interior to the seaboard.—Nat. Intel.

Railroad from Rockford to Kenosha.

We learn from the Chicago Press that preliminary surveys have already been made for a railroad between these two places, and the requisite amount of stock, required under the State law to organize a company, has been subscribed. The route is said to be an exceedingly easy one, and it is expected that the road will be completed in one year. Rockford is one of the most important interior cities of Northern Illinois, and will require all the railroads that can be built to keep pace with its commercial growth and prosperity.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.
Atlantic & St. Lawrence	149	1,538,100	2,973,700	6,019,929	470,647	110,247	73	73	Brunswick and Florida, Ga.	30	300,000	300,000	550,000	In progr.			
Androscog. & Kennebec	56	588,042	1,622,905	2,210,947	200,476	110,247	10	10	South Western	92	1,097,498	465,500	1,624,920	283,306	141,168	8	---
Kennebec & Portland	56	1,114,725	1,061,236	2,470,800			82	82	Tennessee and Alabama	30	246,486		679,908	In progr.			
Portland, Saco, & Portsmouth	51	1,367,009	119,237	1,486,246	270,214	112,491	6	6	Tennessee and Missouri	103	170,931		175,740	In progr.			
Boston, Concord, & Montreal	53	1,808,093	1,066,512	2,774,605	253,224	120,834	2	2	Memphis and Charleston	217	2,179,440	2,127,002	4,028,796	311,631	159,572		
Cheshire	53	2,086,926	999,815	3,176,687	380,221	143,666	14	14	Mobile and Ohio	153	2,568,555	1,802,921	4,536,412	199,932	109,236		
Concord	35	1,800,000	8,242	1,808,242	370,529	138,299	2 1/2	4 1/2	Miss. Central	188	642,534		628,303	In progr.			
Northern, N. H.	52	2,768,400	none	5,016,633	162,687	55,173	none	40	N.O., Opelousas & G.W.	65	2,930,425	671,645	2,657,566	In progr.			
Conn't & Passumpsic Riv.	61	1,048,145	787,608	1,780,062	304,971	110,247	none	40	Vicksburg, Shreveport & Tex.	111	1,000,000	1,000,000	2,500,000	In progr.			
Rutland & Burlington	120	2,253,376	2,662,396	5,875,428	820,119	214,793	none	1 1/2	East Tennessee and Ga.	16	625,425	938,593	1,033,731	In progr.			
Vermont Central	117	5,000,000	3,560,236	8,468,366	489,754	140,377	6	63	Nash. and Chattanooga	101	2,319,330	1,407,081	3,843,694	316,090	112,177	none	
Boston and Lowell	27	1,330,000	325,635	2,188,595	489,754	140,377	6	63	Ovington & Lexington	98	1,302,804	2,235,939	3,738,753	264,973	138,694	18	
Boston and Maine	83	4,078,974	150,000	4,179,535	69,917	8,740	none	7 1/2	Lexington and Frankfort	29	430,055	158,099	337,071	93,263	43,636	6	
Boston and N. Y. Central	74	2,240,800	1,615,071	3,855,871	568,571	219,689	none	63 1/2	Lexington and Danville	98	694,444	52,734	747,178	In progr.			
Boston and Providence	66	3,160,000	859,132	4,019,132	668,571	219,689	none	82	Louisville and Frankfort	65	698,236	669,061	1,589,566	244,014	96,902	6	
Boston and Worcester	65	4,600,000	665,428	5,265,428	1,008,004	404,461	6 1/2	49 1/2	Atlantic & Gt. Western	254	866,939	77,294	613,231	In progr.			
Cape Cod	47	681,690	280,598	962,288	119,221	65,627	3	49 1/2	Bellevue and Ind.	118	1,881,635	2,025,925	2,852,652	298,293	140,823	none	30
Connecticut River	52	1,691,110	273,241	1,864,351	286,663	103,787	5 1/2	40	Cleveland, Col. and Cin.	141	4,547,020	122,857	4,613,722	1,280,295	732,056	9	102
Eastern, Mass.	60	2,683,400	2,947,737	5,631,137	647,281	305,998	none	67 1/2	Cleveland and Toledo	200	2,076,425	2,689,301	5,124,629	736,272	396,986	10	77 1/2
Richburg	67	3,640,000	158,700	3,798,700	631,163	225,071	none	67 1/2	Clev. and Mahoning	103			628,633	In progr.			
North Eastern	30	801,242	225,585	968,621	In progr.		6 1/2	82 1/2	Clev. and Pittsburg	133	2,780,744	3,043,992	5,637,466	581,877	309,518	07 1/2	
N. Bedford and Taunton	21	500,000	none	533,953	198,491	66,583	6	82 1/2	Cin. Hamilton & Dayton	60	2,153,900	1,321,213	2,987,757	608,271	278,012	65	
Old Colony and Fall River	77	3,015,100	292,650	3,307,750	254,726	87,313	6 1/2	6 1/2	Cin., Wilm. & Zanesville	181	1,120,450	1,181,266	2,320,450	In progr.			
Vermont and Mass.	87	2,222,541	1,033,670	3,256,211	1,868,673	633,013	7	89 1/2	Columbus and Xenia	55	1,454,560	149,000	1,481,733	356,867	187,518	10	82
Western, Mass.	166	5,150,000	9,968,420	10,495,000	1,351,271	294,780	2	42	Dayton, Xen. & Belpre	63	427,838	422,658	860,496	In progr.			
Worcester and Nashua	46	1,141,000	208,566	1,351,271	294,780	75,760	2	42	Dayton and Michigan	140	1,076,602	393,011	1,185,326	In progr.			
Providence and Worcester	43	1,510,020	335,481	1,845,501	311,439	138,057	70	19	Dayton and Western	35	310,000	500,000	733,769	In progr.			
Hartford and N. Haven	72	2,356,000	939,000	3,313,932	730,012	362,799	10	19	Eaton and Hamilton	42	454,690	904,489	1,155,135	171,929	65,000	20	
Hart'd, Prov. and Fishkill	122	2,008,119	2,008,665	4,060,869	258,685	119,611	none	25	Little Miami	65	2,963,921	1,171,785	3,645,172	681,622	336,708	80	
Housatonic	57	1,031,800	824,244	1,856,044	220,459	93,768	none	25	Mad River and L. Erie	205	2,451,550	2,572,932	4,446,661	Recently opened.			
Naugussett	62	3,000,000	2,376,808	5,376,808	884,806	338,377	none	25	Central Ohio	138	1,620,297	3,485,076	4,283,443	Recently opened.			
N. York and N. Haven	60	73,268	735,165	1,450,318	88,007	30,318	none	25	Ohio and Penn.	187	2,451,700	3,219,000	5,670,700	1,111,626	602,117	9	50
N. Haven and N. London	66	609,200	1,073,673	1,682,873	124,044	68,430	none	25	Pittsburg, Mayfield & Cin.	50	371,350	31,000	390,933	In progr.			
N. London, W. & Palmer	66	609,200	1,073,673	1,682,873	124,044	68,430	none	25	Sand'y, Manaf. & Newb.	127	1,350,000	2,206,357	3,652,357	328,958	164,479	none	
Norwich and Worcester	82	439,000	1,025,086	1,464,086	117,716	9,904	2 1/2	25	Scioto & Hocking Valley	136	403,975	609,060	888,868	In progr.			
Albany Northern	35	648,330	317,859	974,323	In progr.		9,904	25	Spring Mt. Vernon & P.	118	1,000,000	860,000	1,860,000	In progr.			
Black River and Utica	100	1,487,871	1,501,183	2,988,996	172,476	66,333	none	25	Tin. Wabash & St. Louis	242	2,500,000	4,530,000	7,030,000	In progr.			
Buffalo, Corn. and N. Y.	92	798,439	2,537,849	3,401,868	288,392	31,896	none	25	Cin., Log. and Chicago	255	4,186,679	1,006,125	2,080,433	In progr.			
Buffalo and N. Y. City	92	1,300,000	1,040,000	2,494,364	679,750	356,763	10	25	Evansville & Crawfordsv.	88	1,213,723	1,442,858	2,175,461	In progr.			
Buffalo and Elmira	47	434,111	922,393	1,356,504	174,089	69,506	none	25	Ind. and Cincinnati	66	611,400	1,261,176	1,907,911	356,012	193,142	7	60
Canandaigua & Niagara F.	98	1,315,000	2,279,854	3,495,832	135,433	48,649	none	25	Indiana Central	227	2,271,050	19,416,392	20,374,446	1,532,118	527,952	116 1/2	
Cayuga & Susquehanna	95	867,000	506,689	1,187,562	135,433	48,649	none	25	Peoria and Oklawaha	93	569,889	818,454	1,388,342	In progr.			
Hudson River	144	3,758,466	9,250,362	12,737,898	1,812,087	603,946	none	28	Ohio & Miss. (Wet. Div.)	147	1,780,295	3,292,403	4,870,586	Recently opened.			
Long Island	584	24,154,860	14,462,742	38,617,602	6,663,581	3,162,126	8	85	Terre Haute and Alton	173	2,281,420	1,256,000	3,537,420	In progr.			
New York Central	484	10,023,958	25,126,669	33,439,431	4,888,993	2,627,118	none	62 1/2	Detroit and Milwaukee	185	838,000	1,128,964	1,966,969	In progr.			
New York and Harlem	13	5,717,100	4,069,769	9,786,869	1,035,677	234,126	12	124	Mich. Central	282	6,032,444	5,996,013	10,668,155	2,215,283	879,656	10	92 1/2
Northern, N. Y.	118	1,633,022	4,406,874	6,039,896	1,035,677	234,126	12	124	Mich. South & N. Ind.	475	6,928,900	6,319,224	13,445,208	2,410,000	875,000	10	82 1/2
Oswego and Syracuse	29	467,200	294,189	749,683	In progr.		none	80	Green Bay, Mil. & Ch.	155	764,078	442,726	1,183,765	In progr.			
Potomac and Saratoga	25	610,000	140,000	896,423	241,149	82,600	7	80	Milwaukee and Miss.	106	1,826,428	2,467,889	3,678,757	691,843	417,443	17	76 1/2
Rensselaer & Saratoga	48	500,000	305,000	805,000	71,909	21,089	none	80	Milwaukee & Water'n	72	354,861	132,000	514,238	In progr.			
Saratoga & Bingham'n	50	768,369	1,678,804	2,272,777	159,484	22,503	none	80	Milwaukee and Horicon	15	554,200		354,109	In progr.			
Troy and Boston	27	437,830	737,079	1,109,222	156,363	55,184	none	80	Milwaukee & La Crosse	51	1,351,832	432,131	1,883,963	In progr.			
Waterloo and Rome	97	1,370,378	700,979	2,068,063	404,374	172,474	3 1/2	90	Racine and Miss.	47	921,906	380,716	1,289,321	In progr.			
Belvidere Delaware	64	1,000,000	1,619,000	2,619,000	161,355	75,634	none	90	Hannibal & St. Josephs	19	292,351	580,000	823,310	In progr.			
Camden and Amboy	94	8,000,000	11,407,200	19,407,200	2,017,127	961,941	12	124	North Missouri	19			1,824,346	In progr.			
Camden and Atlantic	60	399,320	1,622,131	2,021,451	122,417	50,080	none	90	Pacific	126	4,083,900	4,337,828	7,115,949	Recently opened.			
New Jersey	30	3,482,850	690,000	4,172,850	861,514	500,747	10	120	St. Louis and Iron Mt.	126	445,170		186,116	In progr.			
New Jersey Central	63	2,000,000	2,266,176	4,266,176	393,728	171,603	6	98 1/2	Panama	49	3,743,900		6,664,852	628,550	416,750	9 1/2	89
Morris and Essex	53	1,167,805	375,000	1,542,805	229,341	96,267	6	98 1/2									
Albany Valley	44	1,637,867	342,564	1,980,431	Recently opened.		6	98 1/2									
Oswego, W. & Erie	63	1,700,000	1,940,000	3,640,000	219,253	59,450	none	98 1/2									
Cumberland Valley	56	1,099,500	12,211	1,111,711	146,391	66,994	none	98 1/2									
Del. L. & Western	109	3,051,622	3,884,702	6,936,324	628,911	259,263	6	98 1/2									
Erie and North East	20	600,000	150,000	750,000			10	98 1/2									
Frederick & Sunbury	33	600,000	1,200,000	1,800,000	89,535	53,335	none	98 1/2									
Little Schuylkill	28	2,606,100	546,222	3,406,651	353,801	255,930	9	98 1/2									
Northern Penn.	19	2,680,855	781,492	3,287,678			9	98 1/2									
Pennsylvania	246	12,355,525	7,619,096	18,488,489	3,583,383	1,829,277	6	98 1/2									
Phila. and Reading	96	11,030,309	7,438,800	19,004,180													

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are ex-interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$838,000	1st mortgage, convertible	1st Jan. 1st July	N.Y.	1872	85 1/2		
Buffalo and State Line	600,000	Do. convertible	April, October	"	1880	97 1/2		
Bellefontaine and Indiana	600,000	Do. convertible	Jan'y, July	"	1868	85		
Do. do.	200,000	Real estate, convertible	Jan'y, July	"	1868			
Do. do.	200,000	Income, guar. Cl. Cot. & Cin.	Feb'y, August.	"	1869			
Central Ohio	1,250,000	1st mort. conv. east. sec.	Divers	"	1861-64	78	81	
Do. do.	800,000	2d do. convertible	March, Sept.	"	1865	72 1/2		
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage convertible	20 Jan. 20 July	"	1867	88	90	
Do. do.	465,000	2d do. do.	May, Novemb.	"	1880	80	84	
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	Jan'y, July	"	1868	75		
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	May, Novemb.	"	1862	85		
Cleveland, Painesville, and Ashtabula	567,000	Do. convertible	Feb'y, August.	"	1861	91	95	
Cleveland and Pittsburgh	800,000	Do. convertible	Feb'y, August.	"	1860	93		
Do. do.	1,200,000	Do. on Branches	March, Sept.	"	1873	75	80	
Cleveland and Toledo	625,000	Do. convertible	Feb'y, August.	"	1863	87 1/2		
Chicago and Mississippi	800,000	Do. conv. till 1857	7 April, October	"	1862-72	65	80	
Do. do.	1,200,000	Do. convertible	7 April, October	"	1862-72	65	80	
Covington and Lexington	400,000	Do. do.	7 April, October	"	1867	75		
Do. do.	1,000,000	2d mortgage, convertible	7 March, Sept.	"	1863	63	65	
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7 April, October	"	1875	91		
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7 Jan'y, July	"	1873	80		
Gaucha and Chicago	2,000,000	Do. convertible	7 Feb'y, August.	"	1863	94		
Do. do.	2,000,000	2d mortgage, do.	7 May, Novemb.	"	1875	85	86	
Great Western (Illinois)	1,000,000	1st mortgage, do.	10 April, October	"	1868	90	90	
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	10 April, October	"	1863	90	95	
Jeffersonville	300,000	Do. 2d sec. conv.	7 April, October	"	1873	75		
Indiana Central	600,000	Do. convertible	7 May, Novemb.	"	1866	90		
Indianapolis and Bellefontaine	450,000	Do. do.	7 Jan'y, July	"	1860-61	80	82	
Indianapolis & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7 March, Sept.	"	1866	85		
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	7 May, Novemb.	"	1874	84 1/2	85 1/2	
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7 Feb'y, August.	"	1865	70	72 1/2	
Little Miami	1,500,000	Do. inconvert.	62 May, 2 Nov.	"	1863	77 1/2	80	
Michigan Central	1,000,000	No mortgage, convertible	8 April, October	Bost.	1860	100	101	
Do. do.	600,000	Do. do.	8 March, Sept.	"	1869	101 1/2	102 1/2	
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8 Jan'y, July	N.Y.	1862	96		
Do. do.	650,000	Do. 2d do. 1858	8 April, October	"	1863	95 1/2		
Do. do.	1,250,000	Do. 3d do. 1860	8 June, Decemb.	"	1877	87	89	
New Albany and Salem	500,000	Do. 1st section	10 April, October	"	1868-62			
Do. do.	2,325,000	Do. oth. sec. con. till 1859	8 May, Novemb.	"	1864-75			
Northern Cross	1,200,000	1st mortgage, convertible	8 Jan'y, July	"	1873	95		
Ohio and Indiana	1,000,000	Do. do.	7 Feb'y, August.	"	1867	90		
Ohio and Pennsylvania	1,750,000	Do. do.	7 Jan'y, July	"	1865-66	96		
Do. do.	2,000,000	Income, convertible	7 April, October	"	1872	77	79	
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1869	6 Jan'y, July	Phila.	1860	96 1/2	97 1/2	
Racine and Mississippi	680,000	Do. conv. sink'g f'd	8 Feb'y, August.	N.Y.	1875	78	85	
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7 May, Novemb.	"	1861			
Steubenville and Indiana	1,500,000	Do. convertible	7 Jan'y, July	"	1865	80		
Terre Haute and Indianapolis	600,000	Do. do.	7 March, Sept.	"	1866	98 1/2		
Terre Haute and Alton	1,000,000	Do. do.	7 Feb'y, August.	"	1862-77	77	79	
Do. do.	2,000,000	2d do. do.	8 Feb'y, August.	"	1870	71	72	

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	2,500,000	Mortgage	6 April, October	Balt.	1885	82 1/2	83	
Do. do.	1,128,500	Do. do.	6 Jan'y, July	alt.	1875	85 1/2	86	
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7 10 Jan. 10 July	N.Y.	1870	92 1/2	93	
Erie Railroad	3,000,000	1st mortgage	7 May, Novemb.	"	1867	105	106	
Do. do.	4,000,000	2d mortgage, convertible	7 March, Sept.	"	1859	95	97	
Do. do.	6,000,000	3d mortgage	7 March, Sept.	"	1883	94 1/2	95	
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7 Feb'y, August.	"	1875	93 1/2	94	
Do. do.	4,351,000	Convertible, Inscription	7 Feb'y, August.	"	1871	86	86 1/2	
Do. do.	3,500,000	Convertible	7 Jan'y, July	"	1862	91	93 1/2	
Hudson River	4,000,000	1st mortgage, Inscription	7 Feb'y, August.	"	1869-70	97	97 1/2	
Do. do.	2,000,000	2d do. do.	7 16 June, 16 Dec	"	1860	85	85 1/2	
Do. do.	3,000,000	3d do. convertible	7 May, Novemb.	"	1870	65 1/2	66 1/2	
Illinois Central	17,000,000	Mortgage, inconvertible	7 April, October	"	1875	90	90 1/2	
Do. (Free Land)	3,000,000	M'ge 345,000 acrs-priv. 7 shars	7 March, Sept.	"	1860	103	107	
Michigan Southern	1,000,000	1st mortgage, inconvertible	7 May, Novemb.	"	1860	95		
New York and Harlem	1,800,000	Do. do.	7 May, Novemb.	"	1861-72	80	82	
New York and New Haven	750,000	No mortgage, do.	7 June, Decemb.	"	1855-60	80	82	
New Haven and Hartford	1,000,000	1st mortgage, do.	6 Jan'y, July	"	1873	91		
Northern Indiana	1,000,000	Do. do.	7 Feb'y, August.	"	1861	83	84	
Do. Goshen Branch	1,500,000	Do. do.	7 Feb'y, August.	"	1868	88 1/2	88 1/2	
New York Central	8,287,000	No mortgage, do.	6 May, Novemb.	"	1883	100 1/2	101	
Do. do.	3,000,000	No m'ge conv. from June 67-69	7 15 June, 15 Dec	"	1864	89	100	
Panama, 1st issue	900,000	Convertible till 1856	7 Jan'y, July	"	1866	89	100	
Do. 2d do.	1,478,000	Do. till 1858	7 Jan'y, July	"	1866	89	100	
Reading, issued 1843	1,573,000	Mortgage, inconvertible	6 Jan'y, July	Phila.	1860	89		
Do. do. 1844, '48, '49	1,300,000	Do. convertible	6 Jan'y, July	"	1860	83 1/2	84	
Do. do. 1849	3,469,000	Do. inconvertible	6 April, October	"	1870			

CITY SECURITIES.	Int't payable.	Off'd	Ask'd	CITY SECURITIES.	Int't payable.	Off'd	Ask'd
New York, 7 per ct. 1857	Feb'y,	100	102	Milwaukee, 7 per ct. coup. X	Divers	80	85
Do. 5 do. 1858-60	May,	95	96	New Orleans, 6 per ct. cp. R.R. X	Do.	80	80
Do. 5 do. 1870-75	August, and	92	94	N. Orleans, 6 per ct. cp. municipal X	Jan'y, July	85	85
Do. 5 do. 1890	November,	91	93 1/2	Philadelphia, 6 per ct. 1876-98	Jan'y, July	89 1/2	89 1/2
Albany, 6 per ct. coup. 1871-81 X	Feb'y, August.	97	100	Pittsburgh, 6 per ct. coup. 1876-98	Divers	73	75
Alleghany, 6 per ct. coup. 1871-81 X	Jan'y, July	97	98 1/2	Quincy, 8 per ct. coup. 1873 X	Jan'y, July	85	85
Baltimore, 6 per ct. 1879-90	Quarterly	97	99	Racine, 7 per ct. coup. 1873 X	10 Feb'y, Aug	95	100
Boston, 5 per ct. coup. 1871-81 X	April, October	97	99	Rochester, 6 per ct. coup. X	Divers	73	79
Brooklyn, 6 per ct. coup. Long X	Jan'y, July	99 1/2	100 1/2	St. Louis, 6 per ct. coup. Long X	Do.	80	81
Clev'rd, 7 per ct. cp. W.W. 1879 X	Do. do.	101	101 1/2	Do. Municipal X	Do.	73	75
Cincinnati, 6 per ct. coup. 1871-81 X	Divers	88 1/2	90	Sacramento, 10 p.ct. ep. 1862-74 X	Do.	80	80
Chicago, 6 per ct. coup. 1873-77 X	Jan'y, July	99	100	S. Francisco, 7 p.ct. ep. 1865, pay. N.Y. X	May, Novemb.	85	85
Do. 7 per ct. coup. 1880 X	Jan'y, July	100	100 1/2	Do. 10 p.ct. ep. 1871 X	Do. do.	95	95
Detroit, 7 per ct. cp. W.W. 1873-78 X	Feb'y, August.	100	102 1/2	Do. 10 do. pay. N.Y. X	Jan'y, July	82 1/2	85
Idubque, 8 per ct. ep. Long X	March, Sept.	101 1/2		Do. 6 per ct. pay. N.Y. 1876 X	Do. do.	87 1/2	87 1/2
Jersey City, 6 p.ct. ep. W.W. 1877 X	Jan'y, July	91	95	Wheeling, 6 per ct. coup. X	Divers	81 1/2	81 1/2
Louisville, 6 per ct. ep. 1880-83 X	Divers	80		Do. 6 p.ct. ep. Mun. 1874 X	March, Sept.	81 1/2	81 1/2
Memphis, 6 per ct. coup. 1882 X	Jan'y, July	88		Zanesville, 7 do. X	April, October	97 1/2	97 1/2

Marie & Kanz' Money Circular for the European Steamer of the 8th Inst.

[TRANSLATED EXTRACT.]

New York, Monday, Oct. 6, 1866.

Our last advices were dated 30th ultimo. The money market has since then become more stringent, and stocks have generally experienced a slight decline. The bonds of the State of Missouri have gone up 2 1/2 per cent., in consequence of a forced demand from parties who had previously oversold. The general business has been inactive, but there have been large transactions in Erie, Reading, Cleveland and Toledo and Michigan Southern railroads. We quote some large purchases of Erie on foreign account. The sale of city securities and Western railway bonds are scarcely more than nominal. State stocks have been dull. Virginia a little more active, at 1 1/2 per cent. decline; Missouri has advanced 2 1/2; Californias have declined 3 per cent; North Carolinas, 3/4; and Tennessee and Indiana 6s, each 1/4. Railroad bonds continue inactive, the chief transactions being in Illinois Central and Erie 1875 bonds. Erie 1883 have declined 1 per cent., and Erie 1875 3/8; Illinois Central bonds 3/8, coupon off; Ireland bonds, ex-privilege, 1 1/2; N. York Central 6 and 7 per cents, have advanced 1/2 per cent. Railroad Shares.—The dealings in Erie, Reading, Cleveland and Toledo, and Michigan Southern have been large. Erie touched 68 1/2, but closed at 62 3/4. Reading has fluctuated between 81 1/2 and 83 3/4; Michigan Central has advanced 3/4; Michigan Southern, 3/4; Cleveland and Toledo, 1 1/2; Chicago and Rock Island, (dividend off) has declined 1/2; Milwaukee and Mississippi, 1; New Jersey 1; Salem and Milwaukee 1/2 per cent; Hudson River has advanced 1/2 per cent. Money is in good demand, at 7 per cent. on call, and at 8 to 10 per cent. for first class paper, and 10 to 12 for names less current. Exchanges inactive and weak. Sterling, 109 1/2 to 109 3/4; France, 5.15 to 5.16 1/2.

MARIE & KANZ.

Extract from De Coppet & Co's Money Circular for the European Steamer of the 8th Inst.

[TRANSLATED.]

New York, Monday, Oct. 6, 1866.

The condition of our money market has but little altered since our advices of the 30th Sept. A rather animated demand has existed through the week for money, without there being any apparent difficulty on the part of borrowers to supply the wants, and the rates of interest have not noticeably changed. The payments of the week, which were unusually large, have generally been met with punctuality and ease. The animation on our Stock Exchange has extended to some of the State Stocks, as also more particularly to railroad Shares. Prices have exhibited much irregularity, and after being firm, and even on the rise for a couple of days, towards the end of the week there is heaviness. Fluctuations have in some cases been wide, and they result variously at an advance and a decline upon our last week's quotations, as will be shown by the annexed table of daily prices. The European news brought by the Liverpool steamer of the 20th September, has remained without perceptible effect upon our market; orders for American Securities continue upon a very limited scale. State Stocks.—There were considerable transactions in Virginia 6s and in Tennessee 6s at a fraction decline, and in Missouri 6s at an advance of 1 1/2; California 7s, 1870 and 1875, are offered lower. Since the awards of the new loan of Ohio 6s, 1887, re-sales to a considerable amount have been effected at 3 to 4 per cent. advance. The demand for City and County Bonds continues very limited, and we know of only retail transactions. Railroad Bonds.—There was fair activity in Illinois Construction, which closed at 3/4 decline; they are quoted, ex-interest, 1st October. Erie 7s, 1875, at previous rates, and 7s, 1883, at 1 decline, have given rise to moderate transactions. New York Central 6s and 7s have advanced 1/4 per cent. At private sale we hear of no transac-

tions deserving public notice. In Railroad Shares there was general activity. Those that were most largely dealt in were Erie, which, after touching 63½ and 61½ closed at 62½; Reading, which fell to 81½, and closed at 88. Cleveland and Toledo, which have risen to 13½; Michigan Central and Michigan Southern, which advanced ¾; and Illinois Central which declined 1¼. Chicago and Rock Island is quoted ex-dividend. Since the closing of the transfer books of the Erie Railroad, which are to remain closed for ten days, transactions in the stock have much fallen off. Money in active demand at 7 per cent. for loans on call. Paper rather more offered at 8½, according to names and maturity. DE COPPET & CO.

American Railroad Journal.

Saturday, October 11, 1856.

Railroads in the South.

Railroads throughout the cotton growing States would not only be the means of saving vast sums to the planters, but would prove of very great advantage in the commercial transactions of the country. The navigation of the rivers of the South is yearly becoming more and more difficult and uncertain, so that it is by no means uncommon to find in many of the best planting districts, a good portion of the crop of the previous year still on hand. The clearing of the forests allows the water to run out more rapidly, and increases at the same time the amount of evaporation. With the destruction of the forests the rain fall is less. All these causes combining have dried up rivers which only a few years ago were navigable for a considerable portion of the year.

The inconvenience resulting from the loss of navigable rivers is being gradually supplied by the construction of railroads. These works already furnish pretty good facilities to most of the cotton growing districts of South Carolina and Georgia. Alabama and Mississippi, the great cotton growing States, are yet but poorly accommodated. The completion in these of the New Orleans, Jackson and Great Northern, the Mississippi Central, the Mobile and Ohio, and the Alabama and Tennessee railroads would open convenient outlets for nearly every portion of these two States. The former of these roads will now be pushed forward to Jackson, as we learn that Mr. Ross has negotiated a sufficient amount of bonds of the company in London, to carry it to that point. At Jackson it will connect with the Mississippi Central railroad, nearly one-half of the line of which will be completed in a few months. The construction of this road has proceeded thus far entirely by means of the people of the State, and who in this way will build the whole line, if they find themselves unable to borrow. The rails are laid on the Mobile and Ohio railroad over two hundred miles from Mobile, and now have reached the cotton growing districts of Mississippi and Alabama, and the road is now doing a heavy local business. Its completion to the mouth of the Ohio is loudly called for, and should be effected without delay. To do so immediately, the company will have to sell a portion of the first mortgage bonds. The Alabama and Tennessee railroad is also slowly progressing and will soon have one hundred miles of its road in operation, which will add largely to its traffic. The completion of the above roads with those of the States named will enable the cotton crop of the whole territory

east of the Mississippi river to be sent to market at a cheap rate and at all times of the year without any reference to the condition of the rivers. The staple can then be moved to meet the demand, which will enable the planter, or factor, to realize upon it according to his necessities.

The State of Arkansas is in great need of several roads, particularly the Memphis and Little Rock and the Missouri, Onachita and Red River railroads, both of which are making favorable progress. The great river from which this State is named, is useless for navigable purposes. Nearly all the products of the State have now to be waggoned, at heavy expense, to the Mississippi river.

The State of Texas is equally destitute of railroads, though in greater need of them than any other Southern State. She has no navigable rivers, while her best planting lands lie at considerable distance from the coast. In this State several lines are undertaken, which, with the aid just granted by the Legislature, will undoubtedly be pushed vigorously forward.

With railroads through all the States growing cotton, the production of this staple might be easily doubled, and trebled, with a sufficient demand. The present high prices will do much to secure their construction, as it will provide the necessary means, and will induce the planters to embark in them for the incidental advantages they promise. The times are not favorable for new projects, but the roads most loudly called for will proceed slowly, but steadily, from contributions of those most interested in their construction.

Railroad Earnings.

The following statement will show the earnings of the Chicago and Burlington railroad line for the month of September, 1855 and 1856:

	Freight.	Passeng.	Miscell.
Sept. 1856..	\$214,812 82	\$70,788 16	\$1,573 40
Sept. 1855..	121,805 18	45,206 05	1,889 23
Gain, 1856..	\$93,507 64	\$25,582 11	\$184 12
			Total.
September, 1856.....			\$287,174 88
September, 1855.....			167,900 51
Gain, 1856.....			\$119,273 87
The proportions of the earnings for September by each road comprising the line, are as follows:			
	Freight.	Passeng.	
Galena and Chicago Union.....	\$27,360 70	\$6,236 44	
Chicago, Burlington & Quincy.....	176,394 65	55,101 50	
Peoria and Oquawka..	11,057 47	9,450 22	
Total.....	\$214,812 82	\$70,788 16	
	Miscellaneous.	Total.	
Galena and Chicago Union.....	\$16 03	\$33,613 17	
Chicago, Burlington & Quincy.....	1,227 28	232,723 43	
Peoria and Oquawka..	300 09	20,837 78	
Total.....	\$1,573 40	\$287,174 88	
Length of line, 210 miles.			
Earnings per mile in September, 1856..	\$1,367 49		
Do. do. do.	1855..	799 52	
Gain per mile in September, 1856.....	\$567 97		
Length of Chicago, Burlington and Quincy railroad line, 188 miles.			
Earnings per mile in September, 1856..	\$1,686 40		
Do. do. do.	1855..	924 74	
Gain per mile in September, 1856.....	\$702 66		

The annual meeting of the New York, Providence and Boston Railroad Company (better known here as the Stonington railroad) was held at the company's office on the 25th of September. From the annual report it appears that the receipts and expenditures of the road for the year ending August 31, 1856, were as follows:

Passengers	\$144,339 76
Freight	96,873 24
Mail Service	4,990 02
Interest	3,953 16
Real Estate sold by the Company ...	100 00
Balance Aug. 31, in cash.....	8,125 77

Total.....\$257,881 95

The expenditures were:

General expenses, salaries, wages, fuel, oil, &c.....	\$86,784 96
Repairs of road, bridges, depots, engines, cars, wharfs, &c.....	84,964 81
New cars	5,832 00
Dredging.....	3,187 99
Paid unclaimed interest on Bonds	748 50
Interest on 6 per cent. Bonds..	\$25,308
Unclaimed.....	1,494

Interest on Extension Bonds.....	23,808 00
Extension Road Bonds paid and cancelled.....	1,750 00
Dividend, November, 1855.....	10,000 00
Dividend, November, 1855.....	97,292 30
Paid unclaimed dividends.....	363 50
Balance in cash.....	2,149 86

Total.....\$257,881 95

The debt of the Company has been reduced during the year, as follows:

Extension road bonds paid at maturity ..	\$10,000
Six per cent. bonds held for Trustees of Sinking Fund and cancelled by them...	25,000

Total.....\$35,000

The entire indebtedness of the Company on the 31st of August, 1856, was as follows:

Six per cent. mortgage bonds.....	\$396,700
Seven per cent. extension bonds.....	15,000

Total.....\$411,700
Less amount held by the company.....48,000

Leaving the total indebtedness outstanding.....\$363,700

The following gentlemen were elected Directors of the road: Thomas Tileston, Mathew Morgan, Samuel D. Babcock, William F. Cary, William H. Macy, Hamilton Blydenburg of New York city; Giles F. Ward, Saybrook, Conn.; Nathan F. Dixon, Westerly, R. I.; Elbert I. Anderson, Newport, R. I.

The receipts of the Northern Indiana and Southern Michigan road were in—

September, 1856.....	\$280,900
Do. 1855.....	236,000

Increase.....\$44,900

The earnings of the Illinois Central road for September show the large gain of \$121,000 in September, 1855, working the same number of miles. The comparative earnings for the year thus far have been:

	1855.	1856.
January	\$57,088	\$135,440
February.....	59,324	107,182
March	92,622	127,167
April.....	113,444	190,320
May.....	121,434	214,643
June.....	123,421	194,727
July.....	130 630	196,899
August	153,877	246,237
September	160,918	281,940

Total.....\$1,012,758 \$1,694,555
Increase in nine months, \$681,797, or about 68 per cent. Receipts of \$300,000 in October and November and \$250,000 in December will bring

the receipts up to the estimate for the year—\$2,500,000. The detail of the September traffic is as follows:

Passengers	\$122,515 05
Freight	142,730 32
Mails, &c.	5,706 41
Miscellaneous	11,000 00

Total.....\$281,941 78

The sales of lands during the month exceed the estimate, having been 43,018 acres for \$662,614 23, making an average of \$15 39 per acre. The aggregate sales now reach \$8,264,114.

The receipts of the Kentucky Central (late Covington and Lexington) Railroad Company For the month of September were.....\$45,311 16
For September, 1855.....37,025 45

Increase over 22 per cent.....\$8,296 71

The business for October is large, and will probably exceed the above. The receipts for eleven months of the railroad year have been \$351,000.

The receipts of the Indianapolis, Pittsburgh and Cleveland Railroad were:

Earnings, July, 1856.....	\$18,822.59
Earnings, July, 1855.....	14,891.34

Increase.....\$4,431.25

Earnings, August, 1856.....	\$28,234.26
Earnings, August, 1855.....	17,890.27

Increase.....\$10,343.99

Total in two months.....\$14,775.24

And of the Bellefontaine and Indiana Railroad they were:

Earnings, July, 1856.....	\$23,580.78
Earnings, July, 1855.....	15,878.63

Increase.....\$8,202.15
Earnings, August, 1856.....\$40,230.93
Earnings, August, 1855.....21,195.58

Increase.....\$19,035.35

Increase in two months.....\$27,237.50

The earnings on the Milwaukee and Mississippi railroad for the month of

September last were.....	\$92,542
For September, 1855.....	87,764

Increase.....\$4,764

The receipts of the New York and Harlem railroad were:

September, 1856.....	\$98,923.88
September, 1855.....	91,881.60

Increase.....\$7,042.28

The receipts of the Morris canal have been:

Total to Sept. 27, 1856.....	\$231,437.01
Week ending Oct. 4, '56..	8,725.11

—\$240,162.12

Total to Sept. 29, 1855.....	\$215,911.63
Week ending Oct. 6, '55..	7,155.78

—\$223,067.41

Increase in 1856.....\$17,094.71

The receipts of the Little Miami, Columbus and Xenia railroad companies were:

Sept., 1856, freight and passengers...	\$120,024.50
Sept., 1855, " " " " " " " "	96,412.10

Increase.....\$23,612.40

Norfolk and Petersburg Railroad.

The Norfolk and Petersburg Railroad Company have purchased 8,500 tons of English iron, to be delivered in Norfolk on the 1st of February next. The laying of the track will soon commence, and the road is expected to be finished by the 1st of

October, 1857. In purchasing iron, the Directors have saved \$50,000 on the original estimate.

Southern Pacific Railroad.

The following gentlemen have been elected Directors of the Southern Pacific Railroad—viz:

HORATIO ALLEN, New York.
F. M. DIMOND, Rhode Island.
T. BUTLER KING, Georgia.
R. M. STRATTON, New York.
GEORGE D. POST, "
R. J. WALKER, "
EDWIN POST, "
MICHAEL G. BRIGHT, Indiana.
SAMUEL F. BUTTERWORTH, New York.
R. T. ARCHER, Mississippi.
GEN'L WILLIAM COOK, New Jersey.
HENRY MCFARLANE, "
C. S. DICKERSON, "
WM. T. SCOTT, Texas.
M. J. HALL, "
J. P. HENDERSON, "
W. R. D. WARD, "
DR. J. TAYLOR, "
C. S. TODD, "
Horatio Allen, Esq., of this city, has been elected President of the Board.

Railroad Iron.

FOR SALE.—1230 Tons of Railroad Iron now lying in bond in Savannah, Georgia. Apply at Bank of the Republic to JAMES T. SOUTTER, Esq., or DENNISTOWN, Wood & Co., New York.

Nashville and North-Western Railroad.

We have received the late report of the officers of this company, of which we present the following abstract—

This road is so called from its general direction from Nashville to the North-western portion of the State. From Nashville to Huntingdon, a distance of 110 miles, the course is south of west; and this portion may be considered as the main trunk of western, south-western and north-western travel from Nashville. The remaining portion, 62¼ miles, extending from Huntingdon to Hickman, Ky., runs in a north-westerly direction, and must be considered as the north-western branch, extending to St. Louis by the Iron Mountain railroad. At Huntingdon, which was chosen as a point with special reference to the southern trade, it meets the Mississippi Central and Tennessee road, which forms the north-western branch, and gives a connection with New Orleans, in a distance of 584 miles. A few miles beyond Huntingdon, it also intersects the Memphis and Ohio road, making the shortest and best route from Nashville to Memphis, the distance being from 225 to 230 miles. Should the New Orleans, Jackson and Great Northern railroad be extended from Canton, to an intersection with the Mobile and Ohio railroad, near Aberdeen, the distance to New Orleans would be reduced to 572 miles. This is, probably, the shortest and most direct route, and must command a large proportion of the travel to New Orleans from points north and north-east of Nashville, as well as from that city.

By the original charter, the Nashville and North-western road, was made to terminate at "Madrid Bend." In compliance with a resolution of the stockholders, application was made to the Legislature, to so amend the charter, as to allow the road to terminate on the Kentucky State line, in the direction to Hickman, Ky., and that authority be granted to the company to purchase the

Hickman and Obion road, or to consolidate with said company on such terms as may be agreed upon. The result was the passage of a law on the 16th of November last, amending the charter so as to fix the western terminus of the road at the point of its intersection with the Mobile and Ohio railroad, and authorizing the company to purchase or lease the Hickman and Obion road, and also empowering the latter company to make such sale or lease; and providing that when the Nashville and North-western railroad company should obtain possession of the Hickman and Obion road, and graded and bridged a section of 30 miles, eastward from the Mississippi river, at Hickman, on a section extending to Dresden, and provided the cross-ties for the same, coupon bonds of the State of Tennessee should be issued to the company at the rate of \$10,000 per mile; and that when they should have graded and bridged an additional section of ten miles and prepared the cross-ties for the same, an issue of \$10,000 per mile of State bonds should be made, to enable the company to iron and equip said section—and so on for each additional section of 10 miles.

Under this law, on the 19th of January last, a purchase of the Hickman and Obion railroad was effected, at a maximum cost of \$63,000, payable in the capital stock of the N. & N. W. R. Co., at its par value. The sanction of the Legislature of Kentucky was also obtained to the purchase and sale of the road.

By an act passed by the Legislature of Tennessee, on the 21st of February last, an additional \$100,000 of State aid was granted for bridge purposes. One half of this sum is applicable to the bridge across the North and Middle Forks of Obion, Spring Creek and Big Sandy; and the balance to the Turnbull and Harpeth river bridges. It is estimated that the bridges alone will not cost less than \$450,000.

The Legislature has also appropriated \$200,000 of State bonds to the Louisville and Nashville, and Edgefield and Kentucky companies, for the purpose of building a railroad bridge across the Cumberland at Nashville. This bridge is for the common use of all the roads. It is expected to be finished in about 18 months.

The road has been apportioned by the engineer into three divisions, viz: the Eastern division, extending from Nashville to the Tennessee river, a distance of 80¼ miles; the Western division, extending from the Tennessee river to Union City, in Obion County, a distance of 77¼ miles; and the Hickman division, between Union City and Hickman, on the Mississippi river, 14¼ miles. Total length of road, 172¼ miles.

The work on the Hickman division is nearly completed; \$63,000 had been expended before the consolidation was effected, leaving about \$20,000 worth of work to prepare it for track-laying. It was expected the grading would be completed, and the cross ties delivered in a few weeks. A continuous distance of 21 miles, on the Western division, extending to Dresden, can be completed early next spring, when the company will be entitled to State aid; and a further continuous portion of 27 miles extending to Huntingdon can be completed next fall. On the Eastern division, the work from Nashville to Kingston Springs, 23¼ miles can also be completed next summer.

The following is an estimate of the entire cost of the road from Nashville to Hickman—

<i>Eastern Division.</i> —Earth and rock work, clearing and grubbing, bridge masonry, cross-ties, &c.....	\$832,688
Right of way	35,000
Depots and water stations	42,000
Tennessee River bridge	150,000

\$1,059,682

<i>Western Division.</i> —Local work as above	\$499,137
Right of way	10,000
Depot and water stations.....	32,000

541,137

<i>Hickman Division.</i> —Cost.....	\$68,000
Required to complete.....	20,000
Right of way and contingencies.....	5,000

88,000

<i>Superstructure</i> —including rails.....	\$1,688,820
<i>Equipment</i> —locomotives and cars.....	236,318

Total cost of road.....\$3,274,309

The means of the company are—

Subscription by Davidson county	\$300,000
" " individuals, Eastern div.	612,050
" " " Western "	687,300
" " City of Hickman.....	50,000
" " individuals, Hickman div.	67,850

\$1,717,200

To which should be added the proceeds of the sale of certain real estate subscribed by Dr. D. J. McGavock, amounting to.....	8,649
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\$1,725,849

State aid on bridge

200,000

Total applicable on local work

\$1,925,849

State aid, \$10,000 per mile, for 164 $\frac{3}{4}$ miles

1,647,500

\$3,573,349

leaving a balance of \$299,040 for office expenses, engineering, &c.

Of stock subscribed, amounting to \$1,717,200, only \$534,039.24 has been paid in, leaving a balance due of \$1,183,160.76.

The following is a statement of the receipts and disbursements, as per report of the treasurer :

CASH RECEIPTS.

Davidson County Bonds.....	\$34,000 00
On stock, Eastern Division.....	\$52,781 57
" " Western "	64,407 67
" " Hickman "	66,850 00

184,039 24

Bills payable.....

\$18,772 33

Interest Davidson County

Bonds

16,950 00

Interest City of Hickman..

1,500 00

37,222 33

\$255,261 57

CASH DISBURSEMENTS.

Construction, Eastern Division.....	\$68,209 72
" " Western "	50,814 04
" " Hickman "	73,140 47

\$192,164 23

On account depot grounds and right

of way

7,886 17

" " Engineering.....

\$27,996 78

" " Exp'n's since

Sept., 1853.

17,146 36

" " Interest.....

538 35

45,681 49

Bills receivable as cash.....

6,180 85

Balance in hand.....

8,399 33

\$255,261 57

The Treasurer states in his report that the work has been delayed by the non-payment of the calls made on the stockholders; "a much larger number of hands might have been profitably employed and the work consequently much further advanced, but for want of the means to pay the estimates—to meet which, small as they have necessarily been, the individual credit of the President and myself has been used, to an extent justified neither by our interest, great as it is, in the road, nor by the conduct of the stockholders, interested pecuniarily to a much greater extent than myself, and as largely so as the President." He indulges a hope, however, "that the friends of the road will now pay up, and enable the company to redeem, as far as they can, the valuable time that has been lost by their indifference. Had they been prompt in the payment of the small calls as they were severally made, they would have been paid so easily, as to have been scarcely felt; but as calls accumulate, they will, of course, feel the pressure more sensibly—while they have for a longer time deprived themselves of the benefits an earlier completion of the work would have secured to them."

The following are the assets and liabilities of the company :

ASSETS.

Cash.....	\$8,399 33
Davidson County Bonds	266,000 00
City of Hickman Bonds	50,000 00
Bills receivable.....	6,180 35
Subscriptions.....	1,183,160 76

\$1,508,690 44

Depot grounds at Nash-

ville.....

Right of way.....

22,698 82

2,011 10

24,709 92

Construction—

Western Division.....

Eastern "

Hickman "

Expense account.....

Interest

Engineering.....

19,307 29

538 35

28,001 78

47,847 42

\$1,773,412 01

LIABILITIES.

Stock.....

Interest Davidson Coun-

ty Bonds.....

Interest City of Hickman

Bonds.....

Due to individuals

Bills payable.....

\$1,717,200 00

\$16,950 00

1,500 00

2,165 93

35,596 08

56,212 01

\$1,773,412 01

St. Andrews and Quebec Railway.

At the late meeting the old Company was agreed to be transferred to the new, which will no doubt be a means of carrying out this important railway undertaking. The class A or English Company has agreed on terms with the new Company, and Mr. Byrne, the secretary, will proceed to New Brunswick by the next packet to carry out the negotiation. When this shall be accomplished, the works will proceed rapidly to completion by the new Company, which will open up a passage to Canada independent of a foreign territory, and upwards of 500 miles nearer home.

24 $\frac{1}{2}$ miles of the line have been completed at the very low cost of \$3,000 per mile.

The Company have obtained highly advantageous terms for constructing the line, as the following extract from an official document will show:

"The original Company succeeded in obtaining the following important advantages from the colonial government, which will now be transferred to this company, viz:

"1st. The free grant of the unallotted land, ten miles in width, or five miles on each side of the railway for the whole extent of the crown territory, through which the line will pass to Woodstock, being, it is estimated, upwards of 200,000 acres.

"2nd. All the timber and materials, the property of the crown requisite for the construction of the railway.

"3d. A guarantee of a minimum dividend of £8 per cent on £80,000 for 25 years, to commence on the completion of the line to Woodstock.

"4th. The right of making branch lines through any portion of the province of New Brunswick, with the requisite quantity of land, timber and materials for constructing such branches."

The first section of the line runs from St. Andrews to Woodstock; the second carries it on from Woodstock to Trois Pistoles.

Journal of Railroad Law.

PRIVATE RIGHTS OF CORPORATIONS.

In some respects railroad corporations are held to a responsibility beyond that of private individuals. They stand under public responsibilities. But their rights are in general entitled to the same protection as those of private individuals. Most of our State constitutions contain a provision that "private property shall not be taken for public uses without just compensation." This was evidently framed for the protection of the individual citizen. The statutes incorporating railroad companies authorize them to take private property for their public uses; but always upon this constitutional condition that just compensation be made to the owners.

The question has arisen whether after a railroad company has taken private property for their public use the property in their hands remains private property in such a sense that it is entitled to the same protection.

This question is further complicated by the consideration that, while the individual is a constituent of the Government, the corporation is a creature of the Government. This distinction has lent force to the argument that since corporations are molded by the Legislature, and have no power and no rights save such as the Legislature infuse into them, they are not entitled to the same exemption in this respect from legislative claim as is the private citizen.

This point has recently been tested in the Supreme Court of the State of New York; and although its adjudication is not binding in other States, it is so manifestly a just one that it is entitled everywhere to respect if not authority.

Miller and others *against* The New York & Erie Railroad Company. XXI. Barbour, p. 513.

The plaintiffs in this action were Commissioners of Highways for the town of Walkill, Orange county. The Erie railroad passes through this town, and the plaintiffs in the discharge of their duties proceeded to lay out a public highway across the track and unimproved lands belonging to the railroad company.

They then served a notice on the company enjoining them to cause said road or highway to be taken across the said track as shall be most convenient and useful for public travel, and to cause

all necessary embankments, excavations and other works to be done on said road for that purpose, within thirty days after the service thereof, pursuant to a statute passed by the Legislature of 1853. This the railroad company refused to do.

The statute of 1853 authorizes the proper authorities to lay out a street or highway across the track of any railroad without compensation to the owners thereof. It also required the railroad corporation to construct such road and to be at the expense of all necessary embankments, excavations, &c. To secure the performance of this it also imposes a penalty of \$20 for the neglect or refusal of the company to comply with this statute within thirty days after having been notified by the proper authorities, which penalty shall be recovered by the officers laying out the road.

The railroad company contended that the statute is in direct violation of that section of the Constitution of the State of New York which provides that "private property shall not be taken for public use without just compensation," and that they were therefore not bound by the statute nor liable to the penalty prescribed therein.

The case was tried in the Dutchess General Term, April 8, 1856.

For the plaintiffs it was contended—

I. The defendants have no natural right of property and can only acquire and hold it as pointed out and permitted by the Legislature.

II. That the running a highway across the defendants' road is not a taking of private property requiring compensation within the meaning of the Constitution or not contemplated by the original charter which must be construed by its spirit and meaning.

III. That the defendants took their charter subject to the provisions of the Revised Statutes.

IV. That the Act requiring the defendants to construct highways across their road is the legitimate exercise by the Legislature of a reserved power to alter and modify the defendants' charter.

For the defendants—

I. That the charter of the corporation authorized them to purchase, receive and hold real estate and that they took a fee simple in their lands.

II. That this is not an alteration of their charter consistent with the nature and objects of the grant and with the rights of property secured by the Constitution. That when highways are laid out over lands of a railroad company have a right to be heard as to its necessity. And finally that the act if constitutional would give commissioners a right to compel the defendants to cut down banks, remove buildings, &c., for the purpose of local convenience and private speculation.

Strong, J.—The Constitution protects all private property without any further discrimination. It has been held and no doubt correctly that the property of public corporations is so far private as to be entitled to the constitutional protection.

The plaintiffs contend that the reservation in the Act incorporating the defendants justified this subsequent legislative assumption of their property. The Legislature had probably a right to establish what characteristics they pleased in what should be created or acquired by their authority, and had the Act incorporating the defendants originally contained a clause requiring them to construct new roads over their railroad at their

own expense, they would have taken their charter with this burthen. Their property would have been subject to the qualification. But the provision was not in the original charter, nor did it at all qualify their property when it was acquired. The power reserved to the Legislature to alter, modify or repeal the defendants' charter, did not purport to authorize the assumption of their property without compensation. No power to do that could have been reserved, for none such could have existed. It would be preposterous to say that the Legislature has the power to make any and every requisition upon the defendants a condition of their retaining their corporate existence.

It is not material to inquire whether the Legislature has a right to repeal the defendants' charter unless it has been forfeited by the misconduct or neglect of its managers. It has not been repealed, and until it shall be, the company is and will be protected by the Constitution in its reglets of property.

There should be judgment for the defendants.

Chicago, Alton and St. Louis Railroad.

The following gentlemen have been elected Directors of the Chicago, Alton and St. Louis Railroad Co., (Dwight's,) under the new arrangements for working that road in connection with the Michigan Southern: John Wilkinson, Syracuse; Elisha C. Litchfield, New York; John Stryker, Rome; Ezekiel Morrison, Laporte (who are directors in the Michigan Southern and Northern Indiana Railroad Company); Joel A. Matteson, Springfield; Ham. Spencer, Bloomington; — Goodale, Joliet; L. P. Sanger, St. Louis.

The following is a copy of the arrangement referred to.

"To fund the interest due and to mature on the bonds prior to the 2d of October, 1859, on receiving additional bonds for the amounts so funded. such additional bonds to be dated July 1, 1856, to be part of an issue of bonds not exceeding in the aggregate \$2,500,000, to have ten years to run; to draw interest at the rate of seven per cent. per annum, payable semi-annually in the city of New York; to contain a provision that the whole principal thereof shall come due in case of any failure in the payment of interest for thirty days, and to be secured by a mortgage to Trustees, which shall be a lien on the road and its rolling stock, next after the liens of the three mortgages by which the present bonds are secured, and which shall ratify and confirm those mortgages, and provide for such legislation as may be required to make them in all respects valid.

The warrants for the interest so to be funded are not, however, to be canceled, but are to be cut off by us on receiving said additional bonds and deposited with the Trustees, to be held by them for our protection, and as collateral to such additional bonds."

The reasons set forth in the pamphlet addressed to the bondholders are as follows:

"1. The avoidance of expensive and protracted litigation, in a remote district, involving the validity of the bonds, and if you fail, the entire loss of your debt, and during the continuance of which you remain out of any income.

2. The liability even in case of success, of having to make large advances of money to procure rolling stock.

3. The necessity of arranging the local debt.

4. The necessity of operating the road through non-resident Trustees, until it can be finally sold and paid for—a sort of operation all experience in railroads teaches as wretchedly unprofitable.

5. The necessity of finding a purchaser for the road when brought to sale. For it is not to be ex-

pected that any such sum as the aggregate of the moneys due you can be paid down for the road in cash, whatever its real value.

6. Your inability to command favorable arrangements with the connecting roads, which are controlled by creditors cut off by your proceedings."

It is urged that the acceptance of the proposition will secure—

"A complete ratification and legalization of your securities.

2. Interest immediately on the aggregate of three years interest on your debt. So that by deferring the interest on your claims for three years, you ultimately get it all and interest on that amount from this time, as if it were due at once, being nearly equal to an additional one per cent. a year on your principal debt.

3. A better assurance of the payment of your whole debt, principal and interest than you would have even if successful in bringing the road to a sale."

The road has cost about \$9,000,000 as follows:

First Mortgage Bonds 7 per cents.	\$2,000,000
Second Mortgage Bonds 7 per cents.	1,535,000
Third or Income 10 per cents.	1,000,000
Capital Stock.	3,300,000
Floating Debt.	1,560,000

Total \$9,035,000

We understand that there is a probability that the proposed arrangement will be carried out.

Land Grants in Wisconsin.

Both the City Council and the Board of Trade of Milwaukee have petitioned the Legislature of Wisconsin to grant the lands donated by Congress for the construction of a railroad from Columbus to St. Croix river, and Lake Superior to the La Crosse and Milwaukee Railroad Company. The City Council say:

"Your memorialists express their opinion, with confidence, that an appropriation of this land to the La Crosse and Milwaukee Railroad Company, upon suitable conditions, would be the surest mode of securing the early completion of the road. This company has, within a very short period of time, constructed and put in operation a railroad which is now nearly completed to Portage City, and by its recent consolidation with the Milwaukee & Watertown Railroad Company, has another line of road nearly completed to Columbus, and there is no railroad company whose credit and standing in financial circles is higher than that of this company, or whose stock commands a more ready sale. The advantages which such a company would possess over one to be formed anew, which has a name and credit to establish, are too obvious to require comment."

The Board of Trade which represents the commercial interest of the whole State, says:

"Inasmuch as the proposed roads do not interfere with the existing and well-digested railroad system of the southern portion of the State, now going forward by the united energy and capital of the State, and as they do propose to run parallel and within competing distances with roads now constructed and planned by the City of Milwaukee, we ask and most respectfully urge that our heavy investments in those directions be consulted by the adoption of the lines of the consolidated La Crosse and Milwaukee and Milwaukee and Watertown Railroad Company, by satisfactory arrangement with said Company; or, by conferring the grant upon the said Companies under proper bonds, restrictions and supervision. We would urge, finally, that such disposition of the grant would be beneficial and expedient in the highest degree, from the fact that these consolidated Companies have lines of road already built in the direction of the proposed Western Grant road; that they have a large capital invested as a basis for the completion of the proposed line, and can afford facilities for the transportation of construc-

tion material from the lake shore cities to the proposed line, so necessary and essential in the economical and expeditious construction of all inland and disconnected lines of railroading, thereby insuring a much more speedy completion of the road than by the formation of a new company."

U. S. MAIL AND EXPRESS ROUTE DIRECT FOR Iowa, Kansas and Nebraska.

CHICAGO, BURLINGTON & QUINCY RAILROAD.
THE ONLY DIRECT ROUTE FROM
CHICAGO TO AURORA, MENDOTA, PRINCETON,
GALESBURG, QUINCY, BURLINGTON, ANY PART
OF SOUTHERN OR CENTRAL IOWA, KANSAS
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of South Water street, Chicago, daily as follows:—

9.00 A.M.—MORNING EXPRESS.—Connecting at Mendota with Illinois Central Railroad, north for Amboy, Dixon, Galena and Dunleith, south for La Salle, Bloomington, Decatur, Springfield, Jacksonville, St. Louis, Cairo, &c.; at Galesburg with Northern Cross R.R. for Quincy, &c.; and at Burlington with Burlington and Missouri River R.R., and with Packets for points up and down the Mississippi river.

8.45 P.M.—EVENING EXPRESS.—Making same connections as above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P.M.

BAGGAGE CHECKED THROUGH TO BURLINGTON AND QUINCY.

THROUGH TICKETS can be procured at all the principal eastern railroad offices and in Chicago at the Depot and at the Michigan Central R. R. office, corner of Lake and Dearborn streets, opposite the Tremont House.

SAM'L POWELL,

Gen. Ticket Agent.

C. G. HAMMOND,

Gen. Supt.

HUDSON RIVER BRIDGE. Notice to Contractors.

OFFICE OF THE HUDSON RIVER BRIDGE CO., AT ALBANY, September 25th, 1856.

PLANS and Specifications for the Superstructure of the Bridge to be erected by this Company across the Hudson river, at Albany, will be received by the Directors at any time within sixty days from the date hereof, at their office in the Exchange, in the city of Albany. The plans may be for a Superstructure of either Wood or Iron.

By the terms of the charter, the Bridge is to be constructed with a draw of sufficient width to admit the free passage of the largest vessels navigating the river, and at least two hundred feet in width; or two draws of at least one hundred and fifty feet each.

Information may be obtained at the office of the Company, as to the location of the Bridge; and all the particulars necessary to be understood by those who may wish to submit plans and specifications.

The Plans must be in detail, accompanied with an estimate of the cost of all the items.

The Company reserve the right to reject all the plans, or to accept portions of any of those which may be submitted.

A Premium of Five Hundred Dollars will be paid for the plan which may be accepted by the Directors, or if portions of different plans be adopted, the premium will be divided in such manner as the Directors may deem proper.

By order of the Board,

6140

G. L. WILSON, Secretary.

Railroad Iron.

2,500 TONS T Railway Iron, Erie pattern, weighing about 58 lbs. per yard, of Messrs. GUEST & Co. and BAILEY BROS. & Co.'s make, shipping from England during the present month for New York. For sale by J. BOORMAN, JOHNSTON & CO.,

90 Broadway,

New York.

Sept. 25th, 1856.

2m

To Railroad Companies

A CIVIL and MECHANICAL ENGINEER of first rate theoretical education and practical experience in Railroad Machinery and in the superintendence of railroads, and who is at present engaged as a Mechanical Draughtsman and constructor on a leading road, offers his services to Railroad Companies and others as Master of Repairs. Address J. M., at the office of the AM. RAILROAD JOURNAL.

New York, July 21st, 1856.

INTERESTING TO RAILROAD MEN.

A DIAGRAM has recently been published by G. H. HENSHAW, Civ. Engineer, of the practical organization of the New York and Erie Railroad. It shows in detail its entire physique in every department of the road. Such information in regard to one of the greatest railroads in the world must be deeply interesting to all connected with the management of such concerns. The impressions are on fine paper 31x45 inches. Price \$1 for thick or map paper and \$1.75 mounted on rollers. Those on map paper can be sent by mail.

Address JAMES W. HILTON,

Jersey City, N. J.

July 24th, 1856.

3m.

SOUTHERN RAILROAD.



State of Mississippi, City of Vicksburg, OFFICE OF THE SOUTHERN R. R. CO.

THE SOUTHERN RAILROAD COMPANY invite proposals from contractors for the clearing, graduation, masonry, trestling and bridging, necessary to the complete preparation for the super-structure of the road-way of the eastern division of their road.

Also, for furnishing the cross-ties, and for the track-laying, with any incidental work necessary.

And for all other work, stations, platforms, depots, &c., required in the thorough completion of the road for effective operation.

The graduation amounts to 770,000 cubic yards of excavation, and 665,000 cubic yards of embankment.

The trestling to 4,000 feet.

The bridging to 600 feet.

The masonry for culverts amounts to 10,000 perch.

More cross-ties to 180,000.

Proposals, sealed, endorsed, and directed to the undersigned, will be received until the FIRST DAY OF NOVEMBER NEXT, and will be, at the option of bidders, either for—

I. The entire work of construction, completing the road ready for the iron;

II. The work of construction, exclusive of cross-ties and track-laying;

III. For each item of work, entire and separate;

IV. For the grading of either, or a specified number of sections, of one mile each;

V. For the cross-ties to be furnished, the number specified;

VI. For the entire construction, ready for the iron, of either of the three divisions hereinafter named of said road:

The eastern division, connecting with the completed road at or near the town of Brandon, extends to the Mobile and Ohio road, 82½ miles, which will be divided into three subdivisions; the first of 21 miles, the second of 28 miles, the third of 33½ miles.

In each form of proposal, the bidder will state his item prices, and for the graduation will make his bid at so much per cubic yard of excavation and embankment, and the additional difference for "excess" of either; or for so much per cubic yard upon the largest item, and the difference for "excess."

The parties making proposals are desired to make them in four forms: 1. For the whole amount payable monthly in cash, as the work progresses, reserving twenty per cent. for final settlement. 2. One-half in cash, payable in the same way, and one-half in the stock of the company. 3. One-third in cash, payable in the same way, one-third in the stock of the company, and one-third in the bonds of the company, payable in ten years, with interest at six per cent., payable annually. 4. Payable entirely in the stock of the road.

The proposals, to be considered, must be accompanied by satisfactory references or credentials, and the company reserve the right of accepting any or declining all.

Maps profiles and specifications may be seen at this office; and any further information will be furnished upon application to the undersigned.

The Southern Railroad commences at Jackson, the capital of the State, and is finished as far as the town of Brandon; and is in good running order and well equipped, to that point. It extends from Brandon in a line almost directly east eighty-two and a-half miles, to the intersection of the Mobile and Ohio Railroad, a few miles below the town of Marion, in Lauderdale county; and passes through the counties of Rankin, Scott and Newton. The line is over a high rolling country, well watered and timbered, and in point of healthfulness, economical living, &c., equal to the most favored portions of the Carolinas and Georgia. The grading, except for the first twenty miles, is generally light; and upon the most of the sections the excavation and embankment alternate favorably; the exceptions being in the two heaviest cuts. The material is of a character easily moved; the growth of the country affords abundance of timber suitable for bridging and cross-ties; and it is believed that no work offers, in facilities for construction, greater inducements to contractors, especially those using negro labor.

This company is entirely out of debt, and has due to it by reliable stockholders, about \$330,000, which will doubtless be paid as the Board of Managers may call it in. It is also a recipient under the recent grant of lands made by Congress, if they can be had along the line, which is believed to be the case, of nearly 400,000 acres of land.

The road connects with and is an extension of the Vicksburg and Jackson Railroad, completed and in full operation to the Mississippi river at Vicksburg; opposite which city, in Louisiana, commences the Vicksburg, Shreveport and Texas Railroad, now under contract for its whole distance and in rapid progress of construction. It intersects the New Orleans and Jackson Great Northern Railway at Jackson; and through that at Canton, connects with the Mississippi Central Railway, the iron of which is now being laid to Holly Springs. It intersects with the Mobile and Ohio Railroad, as already stated, near Marion, and at its point of intersection meets with the North-eastern and South-western Railroad in Alabama, and through that unites with the roads in Virginia, Tennessee and North Carolina. It is also an indispensable link in the line of Railways that are to unite Charleston and Savannah, through Montgomery, Vicksburg, Shreveport and El Paso, with the Pacific Ocean, running its entire length on the same parallel of latitude with these places. It is thus obvious that this line of work is one of the most important unfinished enterprises in the country. It is thoroughly National in its character; for it unites Maine and New Orleans, and the Atlantic and the Mississippi, by indissoluble bonds. But whilst thus National, it appeals especially for aid to southern men; a southern enterprise, for when completed, with the intermediate gap in Alabama, it will, with its connections, now built and being built, run right through the heart of those great southern cotton growing States, Louisiana, Mississippi, Alabama, Georgia and South Carolina, and unites the great inland sea with the broad ocean.

These facts are stated to call attention to this line of road and to induce capitalists and contractors to embark liberally in its construction. The fifteen miles of completed Railroad with its equipments and sixty valuable slaves, many of them mechanics, is a bonus from the State of Mississippi; the public land has been donated by Congress; and it is, perhaps, not greatly over-estimating the present property of the road to put it at or near one million of dollars, in which sum future stockholders who may become such by direct subscription of money or work will be at once equally interested. It will thus be seen that this road presents peculiar inducements to men of means to engage in its construction.

WM. C. SMEDES,

President of the Southern R. R.

6138

TO BRIDGE BUILDERS.

THE La Crosse and Milwaukee Railroad Company invites PROPOSALS with plans and specifications, until Wednesday noon, October 15th next, for building a bridge over the Wisconsin river on the line of their road. This road extends in a north-westerly direction, across the State, from Milwaukee on Lake Michigan to La Crosse on the Mississippi river crossing the Wisconsin river at Kilbourn City in Columbia county. The river at this point runs in a rocky bed, the banks of which are vertical rock bluffs to the height of 80 feet above the water, at which point they are at the grade line of the road, and about 300 feet apart. The water is about 20 feet deep, having in the middle of the stream a few feet of sand over-laying the rock bottom. It is proposed to erect two piers about 50 feet from either bank, at which points the water is about 5 feet deep at low water, with a clean rock bottom, giving a span in the middle of 300 feet, and two short spans at the ends, resting upon the natural rocks as abutments. It is desirable so to construct the bridge as to give a wagon way below the railroad track, passing the latter over the higher section of the bridge. The company reserve the right to award the contract to any parties on any plan furnished; but in case of their giving the contract to any builder on a plan furnished by any other person, they will pay to the person furnishing such plan, the sum of FIVE HUNDRED DOLLARS in full consideration of the plan and specifications so adopted.

BYRON KILBOURN,

Pres't La C. and Mil. R. R. Co.

MILWAUKEE, August 1st, 1856.

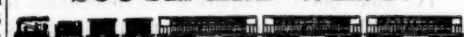
10132

FOR SALE

TWO LOCOMOTIVE ENGINES, suitable for gravel or other light trains. The above machines are in good order and sold for want of use. Apply at the office of the CAMDEN AND ATLANTIC R. R. CO., 56 Walnut st., PHILA DELPHIA, Penna. 321

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE
SOUTH AND WEST.



Trains will leave the Southern and Western Station, corner of Broad and Prime streets, Philadelphia, at 8 30 a.m. 12 45, 3 and 11 p.m.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York to Wilmington	\$15 50
do do Norfolk	8 50
From Philadelphia to Wilmington	14 00
do do Norfolk	6 50
do do Petersburg	9 00
do do Richmond	8 00

FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati	\$17 00
do do Louisville	19 00
From New York to Indianapolis	19 00
From Philadelphia to Cincinnati	16 00
do do Louisville	18 00

An extra charge will be made for meals and state rooms on board the boat.

GEORGE A. PARKER Supt.

New York and Erie R. R.

On and after Thursday, August 7, 1856, and until further notice,

PASSENGER TRAINS

will leave Pier foot of Duane street, as follows, viz:—

BUFFALO EXPRESS, at 6 a.m., for Buffalo.

DUNKIRK EXPRESS, at 6 a.m. for Dunkirk.

MAIL, at 8½ a.m. for Dunkirk and Buffalo, and intermediate stations.—Passengers by this train will remain over night at Owego, and proceed the next morning.

CHICAGO EXPRESS, at 1 p.m. for Dunkirk.

ROCKLAND PASSENGER, at 3¼ p.m., (from foot of Chambers st.) via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 p.m., for Newburgh and Middletown and intermediate stations.

NIGHT EXPRESS, at 5 p.m. for Dunkirk and Buffalo.

EMIGRANT, at 6 p.m., for Dunkirk and Buffalo and intermediate stations.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with Buffalo, Corning and New York Railroad, for Rochester; at Great Bend with Delaware, Lackawanna and Western Railroad, for Scranton; at Buffalo and Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.

D. C. McCALLUM, General Supt.

NOTICE TO RAILROAD COMPANIES. FIRE INSURANCE.



THE LIVERPOOL AND LONDON FIRE AND LIFE INSURANCE COMPANY.

37 CASTLE STREET,
LIVERPOOL.

Office, 56 Wall Street, New York.

20 and 21 POULTRY,
LONDON.

AUTHORIZED CAPITAL, £2,000,000 or \$10,000,000.

PAID-UP CAPITAL AND SURPLUS AND RESERVED FUNDS,

THREE MILLIONS OF DOLLARS.—OVER HALF A MILLION INVESTED IN THIS COUNTRY.

THE LIABILITY OF THE SHAREHOLDERS UNLIMITED.

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BANKERS—MERCHANTS' BANK—CAMMANN & CO.

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In addition to their usual business, this Company is prepared to take Fire Risks upon
Railroad Property of all Descriptions,

AS FOLLOWS:

1. They will name a premium at a low rate upon a policy to cover ALL the perishable property of any Railroad Corporation.

New York, August 27th, 1856.

The Railroad Companies desiring insurance, will furnish a schedule of all their perishable property, with its value, and state the amount for which they desire the same insured.

2. This Company will, if preferred, take risks on any specific property of Railroad Companies, in the usual manner, and also upon merchandise in their station houses, or in transit upon their roads.

Railroad Iron.

1,000 TONS best quality Welsh Rails, "Erie" pattern, 58 lbs. per yard, for sale by
VOSE, LIVINGSTON & CO.,
 9 South William st.
 August 30th, 1886.

Railroad Iron.

500 TONS best quality Welsh Rails, 56 lbs. per yard, for sale by
VOSE, LIVINGSTON & CO.,
 9 South William st.
 August 30th, 1886.

Railroad Iron.

WE are prepared to contract to deliver Rails at fixed sterling prices, free on board, in English or Welsh ports, and also at prices including freight to New York or Boston.
NAYLOR & CO.,
 99 and 101 JOHN ST., N. Y.

Notice to Contractors.

Chicago, Iowa and Nebraska Railroad.
 SEALED proposals will be received at the Office of the Company in the City of Clinton, Iowa, until Wednesday, October 15th, inclusive, for the Graduation, Masonry and Bridging at De Witt, and extending to Cedar Rapids in Linn County.

The line will be divided into sections of about one mile in length. The sections may be proposed for separately, or connected as may suit parties proposing. Plans, profiles and specifications of the work will be ready for examination at the Office of said Company in Clinton, on and after the 25th day of September next. The Company reserve the right of accepting such proposals only as they may deem for their interest.

MILO SMITH, Chief Engineer.
 CLINTON, August 18, 1886.
 Times and Journal please copy and send bill to this office for collection. 4138

BUSINESS CARDS.

DRAKE & CARTER,
 49 Merchants' Exchange, Wall Street.

THE subscribers have formed a Co-Partnership under the name of **DRAKE & CARTER**, for the purpose of continuing the business of Buying and Selling Stocks and Bonds, Lending Money on Stocks and other Securities, making Collections, &c.

The general partners of the concern will be **JAMES M. DRAKE** and **GALEN A. CARTER**. **EDWARD B. LITTLE** Esq. has contributed Fifty Thousand Dollars as special partner.

D & C. will occupy the Office No. 49 MERCHANTS' EXCHANGE (entrance on Wall St.)
JAMES M. DRAKE. **GALEN A. CARTER.**

WILLIAMS & PAGE,
 No. 44 Water Street,
BOSTON, MASS.,

RAILROAD SUPPLYING AGENTS
 and Commission Merchants, for the Sale of
Iron Rails, Chairs, & Spikes,

ENGINES, CARS, AND MACHINERY,
BUSH & LOBBELL's and other kinds of **WHEELS,**
BEST HAMMERED FAGOTED AXLES,
LOWMOOR, BOWLING, AMES', AND NASHUA TIRES,
 Iron and Steel of all kinds for Railroad Shops,
CAR TRIMMINGS OF EVERY KIND,
 and all articles used in Equipment and Repairs of Railroads,
 Engines, and Cars, at *manufacturer's prices.*

THOS. S. WILLIAMS, **PHILIP S. PAGE,**
 Late Supt Boston & Me R.R. Late Page, Alden & Co.

REFERENCES.

JAMES HAYWARD, President
 Boston and Maine R. R.
Capt. WM. H. SWIFT.
J. M. BURNES, **RICHARDSON & Co.**
GEO. H. KUHN Esq.
LAWRENCE, STONE & Co.
DANA, FARRAR & HYDE.

SEYMOUR, MORTON & CO.
 General Railroad Agency,

OFFICE—METROPOLITAN BANK BUILDING
 110 Broadway, New York.

ARE prepared to contract for the construction and equipment of railroads in any part of the country; also to furnish corps of Engineers and Contractors; Locomotive Engines and Cars; Railroad Iron, Chairs, Spikes, Switch-irons, &c., &c.

They will also sell or negotiate loans on all kinds of Railroad securities.
SEYMOUR, MORTON & Co. have to dispose of at private sale, in amounts to suit persons desirous of investing a large amount of valuable Railroad and other Securities.

The members of the firm having had a large experience as Civil Engineers, on some of the most important public works in this country, also tender their services as Consulting Engineers to those engaged in the construction of Railroads.

CINCINNATI STOCK EXCHANGE.

KIRK & CHEEVER,
 Stock Brokers and Railroad Agents,
 NO. 83 WEST THIRD STREET,
CINCINNATI, OHIO.

Railroads Stocks, Bonds, &c., bought and sold on commission.
 Regular sales at public auction at the MERCHANTS' EXCHANGE.

THIRD STREET
STOCK EXCHANGE,
CINCINNATI.

J. L. Hickman and Company,
 STOCK AND REAL ESTATE BROKERS,

Auctioneers;

No. 36 West Third Street, Masonic Building.

Public Stock Sales daily
 AT 11 O'CLOCK A. M.,

AT THE THIRD ST. STOCK EXCHANGE AS ABOVE.

AT PRIVATE SALE.—J. L. H. & Co always have for sale a choice variety of State, County, City and Railroad Bonds and Stocks; also, Bank and Insurance Works, and other Securities. **NEGOTIATE LOANS** on Stock, Notes, Bills of Exchange, Mortgages, &c. **REAL ESTATE SALES,** whenever required, at the **STOCK EXCHANGE** or on the premises.

CINCINNATI.

HEWSON & HOLMES,
 AUCTIONEERS AND STOCK BROKERS,

Have regular sales of Stocks, Bonds, and other Securities,

EVERY
 WEDNESDAY AND SATURDAY,
 At 1 o'clock at the Merchant's Exchange,
 AND IF REQUIRED,

SPECIAL SALES

ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.

Offices—Nos. 83 and 85 Walnut street,
 Where they offer at private sale

A GREAT VARIETY OF
 State, County, City and Railroad **BONDS** and **STOCKS,**

NEGOTIATE
LOANS, NOTES, BILLS OF EXCHANGE,

AND COLLECT

DIVIDENDS, LEGACIES, DEBTS, &c.

REFERENCE—Ohio Life Insurance & Trust Company Bank

H. M. SMYTH
COMMISSION MERCHANT

AND
MANUFACTURERS' AGENT,

No. 13 Doane St., BOSTON.

American and Foreign bar, boiler, and pig iron, Tyres, Axles, wrought iron Wheels, boiler, water and gas Tubes, iron and steel Wire, boiler and tank Rivets, Steel, Files, Emery, &c.

H. H. GOODMAN & CO.,
 No. 7 WALL ST., NEW YORK,
 Dealers in Railway, City, County, and State

BONDS,
RAILS, LOCOMOTIVES, &c.

We have on hand and for sale, of County Bonds—
 Hardin County (Ky), 6 per cts. Davidson City (Tenn.), 6 p.cts.
 Carter, Bath, and Montgomery (Ky), 6 per cts. Iowa County (Wis.), 8 per cts.
 Mineral Point do. do.
 Also a variety of CITY, COUNTY, and RAILWAY
SECURITIES in smaller lots.
 April 30th, 1886.

ELLERY & GIBBONS,

No. 10 WALL ST.,

BANKERS, DEALERS IN DOMESTIC AND FOREIGN
EXCHANGE, &c., are prepared to negotiate Stocks,
 Bonds and Financial Securities in general.

REFERENCES.

DEWEEL & Co., Bank's, Philad. **CORNELIUS W. LAWRENCE,**
SILAS K. EVERETT, of Everett Esq., N. Y.
& BROWN, N. Y. **SAMUEL WILLETS,** Pres't of
WELLS, FARGO & Co. 1st Am. Exchange Bank, N. Y.

Melgs & Greenleaf,

Office No. 23 William st.,

WILL give prompt attention to the purchase and sale of
STOCKS, BONDS, &c., strictly on commission. Orders
 respectfully solicited.

CHAS. A. MEIGS, late Cashier Am. Ex. Bank.
A. W. GREENLEAF, late of No. 2 Wall st.

REFERENCES: American Exchange Bank, Bank of the Republic,
 Metropolitan Bank, Merchants' Bank. 1718

KASSON'S
LOCOMOTIVE EXPRESS

FOR THE RECEIPT AND TRANSPORTATION OF

LOCOMOTIVES,
PASSENGER AND BOX CARS
OF ANY GAUGE

To the Western and South-Western States.

PROPRIETORS—**KASSON, SON & CO.**
WM. M. KASSON, } 90 Exchange st., BUFFALO.
W. MARSH KASSON, }
JAMES G. DUDLEY. } 24 Broadway, NEW YORK.

ARMORY

ROLLING MILLS,
RICHMOND, VA.

R. ARCHER & CO., Proprietors.

R. ARCHER. **R. S. ARCHER.**
A. D. TOWNES. **F. T. GLASGOW.**

Bar Iron, all sizes, Manufactured from the best Charcoal Pig Metal. **Angle and T Iron**
Car Axles. **Railroad Spikes.**
Do. Chairs.
Rounds and Squares, Bridge Bolts, Screwed
 up to 7 inches. and Tapped.
 up to 6 inches.

Strict attention paid to the quality and finish of our IRON, and all orders promptly filled.

A sample of our machine-made chair may be seen at the Bank of the Republic in New York.
 AUGUST, 9, 1886. 3m

ENGINEERS.**Consulting Engineer.**

THE undersigned may be consulted upon the location, construction, equipment, and management of railroads in any part of the United States or Canada, and upon the most approved modes of constructing heavy masonry for bridges and the superstructure thereof, whether of wood or iron.

Also upon the best form of rail, and of laying down and maintaining a permanent railway, and in general upon all subjects properly connected with Civil Engineering in its highest branches, and in its most difficult application.

A long and intimate connection with the construction and management of our most important American railroads, and a personal knowledge of those in Europe, should render the undersigned competent to give such advice or make such suggestions, as will enable railroad companies to avoid errors of location, construction and management which are more or less inseparable from all new enterprises in our country.

Engineers of highest character and professional attainment, and competent Superintendents can be recommended or supplied to railroad companies for immediate service on surveys and construction and on management.

ISAAC R. TRIMBLE,
 Consulting Engineer,
 118 Park Place, BALTIMORE.

221f

LITHOGRAPHIC AND DRAUGHTING.

Office 131 Fulton st., NEW YORK.

G. WEISSENBORN,

CIVIL AND MECHANICAL ENGINEER,

employs Draughtsmen, and is at all times prepared to execute his work with promptness. He will furnish Architectural and Mechanical Drawings, Linear and Perspective, and if desired they will be lithographed in the HIGHEST STYLE OF THE ART.

W. G. ATKINSON,

CIVIL ENGINEER, SURVEYOR AND DRAFTSMAN
CUMBERLAND, Maryland.

RAILROAD routes located, planned and estimated. Maps and Reports furnished. Researches made for Coal, Iron, Copper, Lead and other Minerals, Metals, &c. Contract work in Tunnels and heavy Graduation measured and reported in detail. Topographical Drawings executed and Lithographs supplied by skilful artists. Mines explored, new Works laid off, and Geological Plans prepared. 81f

ENGINEERING.

THE undersigned is prepared to furnish Specifications, Estimates and Plans, in general or detail, of Steamships, Steamboats, Propellers, High and Low Pressure Engines, Boilers, Mill Work, etc., etc. Particular attention given to the procuring and superintending of Locomotives, Tenders, Cars, and Railway Machinery of every description.

General Agent Ashcroft's Steam Gauge, Allen & Noyes' Metallic Self-adjusting Conical Packing, Dudgeon's Hydraulic Jack, Sewall's Salmometers, etc., etc.

Acts as Agent for the purchase or sale of, and has always on hand, Steamers, Locomotives, Engines, Boilers, Machinery, etc.

CHAS. W. OOPSLAND,
 Consulting Engineer,
 64 Broadway, N. Y.

1717

Augustus Schwaab,

CIVIL ENGINEER, MACON, GEORGIA.

Is prepared to execute work in all the branches of his profession; all kinds of surveys, railroad surveys and locations, plans, estimates, topographical maps and reports for same, surveys of plantations and swamp lands, and designs and estimates for drainage of lands, water works and river improvements. All kinds of contract work measured and reported in detail; plans and specifications furnished for bridges, private and public buildings. He has held responsible positions on the construction of Georgia railroads for the last seven years, and has given his attention to all the details of railroad construction, from the surveys to the erection of the largest depots and workshops, which gives him great facility to furnish railroad companies with reliable and practical designs of any kind they may want, and if required to superintend the execution of them. The best references and recommendations can be produced.

PROFESSIONAL CARDS.**Atkinson, T. C.,**

Mining and Civil Engineer, Alexandria, Va.

Barnes, Oliver W.,

Chief Eng. Pittsburg and Connellsville R.R. Co., Pittsburg, Pa.

Edward Boyle,

Chief Engineer, 2d, 3d, and 9th Avenue Railroads New York Office 123 Chambers st.

Clement, Wm. H.,

Little Miami Railroad, Cincinnati, Ohio.

James Convers,

Chief Engineer Galveston, Houston & Henderson Railroad, Galveston, Texas.

Alfred W. Craven,

Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,

Steam Marine and Railway Engineer, 64 Broadway, New York.

Davidson, M. O.,

Civil and Mining Engineer. Office Swanton Coal and Iron Co., 51 Exchange Place, BALTIMORE, Md.

C. Floyd-Jones,

Division Eng'r 3d and 12th Divisions, Illinois Central R. R., Vandalia, Ill.

Gay, Edward F.,

State Engineer, Philadelphia, Pa.

Gilbert, Wm. B.,

Syracuse and Binghamton Railroad, Syracuse, N. Y.

Robert B. Gorsuch,

Chief Engineer of the Llanos de Apam R. R., MEXICO.

Gzowski, Mr.,

St. Lawrence and Atlantic Railroad, Toronto, Canada.

Grant, James H.,

Nashville and Chattanooga R. R., Nashville, Tenn.

Theodore D. Judah,

Chief Engineer, Sacramento Valley Railroad, Sacramento, Cal. 1y28

S. W. Hill,

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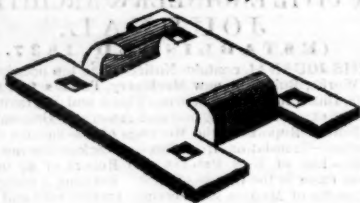
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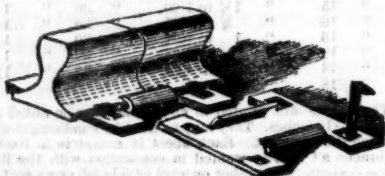
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